



WASHINGTON COUNTY OREGON

PROPOSED LAND USE ORDINANCE NO. 903 *Individual and General Notice 2024-03* *July 11, 2024*

The Washington County Planning Commission and Board of Commissioners will soon consider proposed **Ordinance No. 903**. Listed below is a description of the ordinance, hearing dates and other relevant information. If you have any questions about the ordinance, or if you would like additional information, please contact Long Range Planning at 503-846-3519, select option 3, then option 2 or lutplan@washingtoncountyor.gov.

ORDINANCE PURPOSE AND SUMMARY:

Ordinance No. 903 proposes to amend the Transportation System Plan (TSP), all Community Plans, and the Community Development Code (CDC) relating to parking to conform with recent changes to state Transportation Planning Rule (TPR) requirements. The TPR changes were the result of state-adopted Climate-Friendly and Equitable Communities (CFEC) rules in response to Executive Order 20-04 issued by the Governor in 2020, directing state agencies to take actions to reduce and regulate greenhouse gas emissions.

Who is Affected

All residents within urban unincorporated areas of Washington County are potentially affected by this ordinance.

What Land is Affected

All land within urban unincorporated areas is potentially affected by this ordinance.

PUBLIC HEARING INFORMATION:

Hearings are scheduled for the dates and times below. For information about the meetings and how to testify, please see the following webpages or call 503-846-3519 and select option 3, then option 2.

Planning Commission: <https://www.washingtoncountyor.gov/lut/planning/planning-commission>

Board of Commissioners: <https://washingtoncounty.civicweb.net/Portal>

Planning Commission

1:30 p.m.

Aug. 7, 2024

Board of Commissioners

10 a.m.

Oct. 15, 2024

Planning Commission and Board meetings are hybrid (in person and virtually on Zoom).

In person hearings are in the auditorium of the
Charles D. Cameron Public Services Building, 155 N. First Ave., Hillsboro

The ordinance is available for review on the Land Use Ordinances webpage: [Land Use Ordinances in Progress | Washington County, OR \(washingtoncountyor.gov\)](#) Staff Reports will be available a week in advance of each hearing and will be posted on the ordinances in progress webpage.

Department of Land Use & Transportation

Planning and Development Services • Long Range Planning

155 N First Ave, Suite 350, MS14, Hillsboro, OR 97124-3072

phone: 503-846-3519 | www.washingtoncountyor.gov/lut | lutplan@washingtoncountyor.gov

At its Oct. 15, 2024 public hearing, the Board may choose to adopt the ordinance, make changes to it, continue the hearing to a future date, or reject the ordinance. If adopted Oct. 15, it would become effective Nov. 14, 2024.

KEY PROVISIONS:

- Add strategy statement in the TSP to reflect the County’s existing Neighborhood Streets Program as a means of managing on-street parking.
- Remove parking maximum designation maps (Zone A and B) from all community plans.
- Amend the CDC to:
 - Remove minimum parking requirements for urban unincorporated areas.
 - Update parking maximum requirements for selected uses and apply a single set of maximum parking standards to all urban unincorporated areas.
 - Add tree canopy requirements for surface parking lots greater than 0.5 acres.
 - Remove residential on-street parking requirements.
 - Add minimum ADA accessible parking requirements for larger uses.
 - Make minor changes for consistency.

AFFECTED LAND USE PLANNING DOCUMENTS:

Transportation System Plan

- Goal 3: Livability

Community Plan(s)

- Aloha – Reedville – Cooper Mountain
- Bethany
- Bull Mountain
- Cedar Hills – Cedar Mill
- East Hillsboro
- Metzger – Progress
- Raleigh Hills – Garden Home
- Sherwood
- Sunset West
- West Tigard
- West Union

Community Development Code

- Section 106 – Definitions;
- Section 201 – Development Permit;
- Section 300 – Land Use Districts Introduction;
- Section 302 – R-5 District (Residential 5 Units Per Acre);
- Section 303 – R-6 District (Residential 6 Units Per Acre);
- Section 304 – R-9 District (Residential 9 Units Per Acre);
- Section 305 – R-15 District (Residential 15 Units Per Acre);
- Section 306 – R-24 District (Residential 24 Units Per Acre);
- Section 307 – R-25+ District (Residential 25 Units or More Per Acre);
- Section 375 – Transit-Oriented Districts;
- Section 381 – Interim Light Rail Station Area Overlay District;

Continued on next page

- Section 385 – Private Use Airport Overlay District;
- Section 390 – North Bethany Subarea Overlay District;
- Section 392 – Pedestrian-Oriented Mixed-Use District;
- Section 401 – Development Standards Introduction;
- Section 403 – Applicability;
- Section 404 – Master Planning;
- Section 407 – Landscape Design;
- Section 413 – Parking and Loading;
- Section 430 – Special Use Standards; and
- Section 601 – Applicability of Standard Land Divisions and Property Line Adjustments.

HOW TO SUBMIT COMMENTS:

Washington County is committed to broad community engagement and transparency of government. **Advance registration is recommended when providing testimony via Zoom on agenda items or additional communication at designated times.**

For Planning Commission registration and contact information, please visit the Planning Commission webpage: <https://www.washingtoncountyor.gov/lut/planning/planning-commission>

For Board registration instructions and contact information, please visit the How to Testify webpage: [Board of County Commissioners \(BCC\) | Washington County, OR \(washingtoncountyor.gov\)](#)

Staff Contact

Clinton “CJ” Doxsee, Senior Planner, cj_doxsee@washingtoncountyor.gov, 503-846-3402

The ordinance is available for review on the Land Use Ordinances webpage: [Land Use Ordinances in Progress | Washington County, OR \(washingtoncountyor.gov\)](#) Staff Reports will be available a week in advance of each hearing and will be posted on the ordinances in progress webpage.

The ordinance will be available for review at the following locations:

- Department of Land Use & Transportation
- Cedar Mill Community Library and Tigard Public Library
- Community Participation Organizations (CPOs), call 503-846-6288

BEFORE THE BOARD OF COUNTY COMMISSIONERS

WASHINGTON COUNTY
COUNTY CLERK

FOR WASHINGTON COUNTY, OREGON

ORDINANCE 903

An Ordinance Amending the
Transportation System Plan, All
Community Plans, and the Community
Development Code Relating to Parking to
Conform with State Requirements

The Board of County Commissioners of Washington County, Oregon ("Board")
ordains as follows:

SECTION 1

A. The Board recognizes that the Transportation System Plan Element of the
Comprehensive Plan was adopted on October 25, 1988, by way of Ordinance Nos. 332 and
333, and subsequently amended by Ordinance Nos. 343, 382, 409, 419, 426, 432, 450, 463,
470, 471, 473, 474, 480, 483-485, 493, 494, 503, 515, 526, 537, 542, 546, 552, 556, 588, 601,
609, 611, 626, 627, 631, 642, 649, 663, 674, 683, 712, 713, 717, 718, 730, 739, 744, 749, 750,
760, 767 768, 775, 783, 789, 790, 799, 802, 805, 814, 816, 834, 844, 851, and 881, 882, and
900.

B. The Board recognizes that the Aloha - Reedville - Cooper Mountain Community
Plan was adopted by Ordinance Nos. 263 and 265 and subsequently amended by Ordinance Nos.
292, 294, 344, 367, 418, 420, 471, 480, 551, 552, 588, 610, 615, 620, 649, 653, 674, 683, 776,
783, 785, 799, 857, and 865.

C. The Board recognizes that the Bethany Community Plan was adopted by
Ordinance Nos. 263 and 265 and subsequently amended by Ordinance Nos. 345, 420, 471, 480,

///

1 551, 552, 588, 610, 615, 620, 649, 702, 712, 730, 739, 744, 745, 758, 771, 783, 789, 790, 799,
2 801, 809, 838, 843, 846, 866, and 889.

3 D. The Board recognizes that the Bull Mountain Community Plan was adopted by
4 Ordinance Nos. 263 and 265 and subsequently amended by Ordinance Nos. 368, 420, 480, 487,
5 547, 551, 552, 588, 610, 615, 659, 666, 783, 785, 799, 865 and 897.

6 E. The Board recognizes that the Cedar Hills - Cedar Mill Community Plan was
7 adopted by Ordinance Nos. 263 and 265 and subsequently amended by Ordinance Nos. 346, 369,
8 396, 418, 420, 450, 471, 480, 484, 526, 551-553, 588, 609, 610, 620, 631, 732, 783, 799, 802,
9 and 809.

10 F. The Board recognizes that the East Hillsboro Community Plan was adopted by
11 Ordinance Nos. 278 and 280 and subsequently amended by Ordinance Nos. 349, 420, 480, 532,
12 551, 588, 610, 615, 686, 783, 785, 799, and 865.

13 G. The Board recognizes that the Metzger - Progress Community Plan was adopted
14 by Ordinance No. 236 and subsequently amended by Ordinance Nos. 278, 280, 350, 364, 420,
15 471, 480, 551, 552, 588, 608, 610, 783, and 799.

16 H. The Board recognizes that the Raleigh Hills - Garden Home Community Plan was
17 adopted by Ordinance No. 215 and subsequently amended by Ordinance Nos. 278, 280, 292,
18 347, 365, 408, 420, 471, 480, 551, 552, 588, 608, 610, 683, 758, 783, and 799.

19 I. The Board recognizes that the Sherwood Community Plan was adopted by
20 Ordinance Nos. 263 and 265 and subsequently amended by Ordinance No. 370, 420, 480, 551,
21 588, 610, 615, 649, 783, and 799.

22 ///

1 J. The Board recognizes that the Sunset West Community Plan was adopted by
2 Ordinance No. 242 and subsequently amended by Ordinance Nos. 278, 280, 292, 294, 348, 366,
3 418, 420, 480, 485, 503, 526, 531, 532, 551-553, 588, 610, 620, 717, 760, 780, 783, and 799.

4 K. The Board recognizes that the West Tigard Community Plan was adopted by
5 Ordinance Nos. 263 and 265 and subsequently amended by Ordinance Nos. 292, 294, 480, 601,
6 and 799.

7 L. The Board recognizes that the West Union Community Plan was adopted by
8 Ordinance Nos. 263 and 265 and subsequently amended by Ordinance Nos. 420, 480, 551, 588,
9 610, 671, 694, 783, 799, and 865.

10 M. The Board recognizes that the Community Development Code Element of the
11 Comprehensive Plan was readopted with amendments on September 9, 1986, by way of
12 Ordinance No. 308, and subsequently amended by Ordinance Nos. 321, 326, 336-341, 356-363,
13 372-378, 380, 381, 384-386, 392, 393, 397, 399-403, 407, 412, 413, 415, 417, 421-423, 428-434,
14 436, 437, 439, 441-443, 449, 451-454, 456, 457, 462-464, 467-469, 471, 478-481, 486-489, 504,
15 506-512, 517-523, 525, 526, 528, 529, 538, 540, 545, 551-555, 558-561, 573, 575-577, 581, 583,
16 588, 589, 591-595, 603-605, 607-610, 612, 615, 617, 618, 623, 624, 628, 631, 634, 635, 638,
17 642, 644, 645, 648, 649, 654, 659-662, 667, 669, 670, 674, 676, 677, 682-686, 692, 694-698,
18 703, 704, 708, 709, 711, 712, 718-720, 722, 725, 730, 732, 735, 739, 742-745, 754-758, 760,
19 762, 763, 765, 766, 769-776, 782-788, 791, 792, 797-802, 804, 809-811, 813-815, 820, 822-824,
20 826-828, 831-835, 838, 840-842, 845-847, 851, 853, 855-859, 864, 866, 867, 877, 885, 889, and
21 890.

22 ///

1 N. As a result of Executive Order 20-04 issued by the Oregon Governor in 2020,
2 entitled, “Directing State Agencies to Take Actions to Reduce and Regulate Greenhouse Gas
3 Emissions,” the Land Conservation and Development Commission (LCDC) adopted the Climate-
4 Friendly and Equitable Communities (CFEC) rules. Among other things, the CFEC rules require
5 communities to update their local land use and transportation system plans to allow for greater
6 residential density and reduce the amount of land that must be reserved for parking. Although
7 litigation challenging the rules is still ongoing, the Oregon Court of Appeals upheld all but two
8 paragraphs of the CFEC rules in *City of Cornelius v DLCD*, 331 Or App 349 (March 6, 2024). As
9 to certain required parking reform amendments to the Washington County land use and
10 transportation system plans, LCDC granted Washington County an extension to December 31,
11 2024 (the original date was June 30, 2023). This Ordinance is designed to meet that deadline.
12 Thus, the Board takes note that such changes are for the health, welfare, and benefit of the
13 residents of Washington County, Oregon.

14 O. Under the provisions of Washington County Charter Chapter X, the Department
15 of Land Use and Transportation has carried out its responsibilities, including preparation of
16 notices, and the County Planning Commission has conducted one or more public hearings on the
17 proposed amendments and has submitted its recommendations to the Board. The Board finds that
18 this Ordinance is based on those recommendations and any modifications made by the Board are
19 a result of the public hearings process.

20 P. The Board finds and takes public notice that it is in receipt of all matters and
21 information necessary to consider this Ordinance in an adequate manner, and finds that this
22 Ordinance complies with the Statewide Planning Goals, the standards for legislative plan

1 adoption as set forth in Chapters 197 and 215 of Oregon Revised Statutes, the Washington
2 County Charter, and the Washington County Comprehensive Plan.

3 SECTION 2

4 The following Exhibits, attached and incorporated herein by reference, are hereby
5 adopted as amendments to the following documents:

6 A. Exhibit 1 (1 page) amends the Transportation System Plan.

7 B. Exhibit 2 (6 pages) amends the Aloha - Reedville - Cooper Mountain Community
8 Plan text and deletes the Parking Maximum Designations Map.

9 C. Exhibit 3 (3 pages) amends the Bethany Community Plan Chapter 1 text and
10 deletes the Chapter 1 and Chapter 2 Parking Maximum Designations Maps.

11 D. Exhibit 4 (2 pages) amends the Bull Mountain Community Plan text and deletes
12 the Parking Maximum Designations Map.

13 E. Exhibit 5 (5 pages) amends the Cedar Hills - Cedar Mill Community Plan text and
14 deletes the Parking Maximum Designations Maps.

15 F. Exhibit 6 (5 pages) amends the East Hillsboro Community Plan text and deletes
16 the Parking Maximum Designations Map.

17 G. Exhibit 7 (2 pages) amends the Metzger - Progress Community Plan text and
18 deletes the Parking Maximum Designations Map.

19 H. Exhibit 8 (2 pages) amends the Raleigh Hills - Garden Home Community Plan
20 text and deletes the Parking Maximum Designations Map.

21 I. Exhibit 9 (2 pages) amends the Sherwood Community Plan text and deletes the
22 Parking Maximum Designations Map.

1 J. Exhibit 10 (4 pages) amends the Sunset West Community Plan text and deletes
2 the Parking Maximum Designations Map.

3 K. Exhibit 11 (1 page) amends the West Tigard Community Plan, deleting the
4 Parking Maximum Designations Map.

5 L. Exhibit 12 (2 pages) amends the West Union Community Plan text and deletes the
6 Parking Maximum Designations Map.

7 M. Exhibit 13 (32 pages) amends the following provisions of the Community
8 Development Code:

- 9 1. Section 106 – Definitions;
- 10 2. Section 201 – Development Permit;
- 11 3. Section 300 – Land Use Districts Introduction;
- 12 4. Section 302 – R-5 District (Residential 5 Units Per Acre);
- 13 5. Section 303 – R-6 District (Residential 6 Units Per Acre);
- 14 6. Section 304 – R-9 District (Residential 9 Units Per Acre);
- 15 7. Section 305 – R-15 District (Residential 15 Units Per Acre);
- 16 8. Section 306 – R-24 District (Residential 24 Units Per Acre);
- 17 9. Section 307 – R-25+ District (Residential 25 Units or More Per Acre);
- 18 10. Section 375 – Transit-Oriented Districts;
- 19 11. Section 381 – Interim Light Rail Station Area Overlay District;
- 20 12. Section 385 – Private Use Airport Overlay District
- 21 13. Section 390 – North Bethany Subarea Overlay District
- 22 14. Section 392 – Pedestrian-Oriented Mixed-Use Districts;

1 sections, and making any technical changes not affecting the substance of these amendments as
2 necessary to conform to the Washington County Comprehensive Plan format.

3 SECTION 7

4 This Ordinance shall take effect 30 days after adoption.

5 ENACTED this ____ day of _____, 2024, being the _____ reading and
6 _____ public hearing before the Board of County Commissioners of Washington County,
7 Oregon.

8
9 OREGON

BOARD OF COUNTY COMMISSIONERS
FOR WASHINGTON COUNTY,

10
11 _____
CHAIR KATHRYN HARRINGTON

12
13 _____
RECORDING SECRETARY

14 READING

PUBLIC HEARING

15 First _____
16 Second _____
17 Third _____
18 Fourth _____
19 Fifth _____

First _____
Second _____
Third _____
Fourth _____
Fifth _____

20 VOTE: Aye: _____
21 Recording Secretary: _____

Nay: _____
Date: _____

Sections of the TRANSPORTATION SYSTEM PLAN are amended to reflect the following:

Part 2 — General Transportation Policies for Washington County

General Policies

Livability

Goal 3: Livability

Preserve and enhance Washington County's quality of life for all residents, workers and visitors.

Objective 3.1 Strive to maintain and enhance the livability of existing and future communities and neighborhoods.

- **Strategy 3.1.1** When considering transportation improvements that create new, expanded or extended roadways, evaluate and balance the needs of the traveling public with the livability and viability of neighborhoods, business districts, agricultural areas, historic places and other cultural resources.
- **Strategy 3.1.2** Strive to limit inappropriate through-traffic and speeding in residential areas using the Neighborhood Streets Program, while maintaining adequate neighborhood and emergency access.
- **Strategy 3.1.3** Consider low-impact strategies to improve traffic flow including appropriate lane markings, safety improvements, roundabouts and other operational devices.
- **Strategy 3.1.4** Identify scenic view corridors and vistas, and strive to maintain and enhance these visual resources for residents and users of the transportation system.
- **Strategy 3.1.5** Follow federal and state regulations and guidelines on reducing transportation related noise.
- **Strategy 3.1.6** Work with appropriate entities to identify, avoid and/or mitigate negative impacts on the community from airport, rail freight, pipeline and electric transmission projects.
- ~~**Strategy 3.1.7** Regulate the provision of parking as identified in the Community Development Code (CDC).~~
- **Strategy 3.1.7** Utilize the Neighborhood Streets Program to address parking-related concerns and provide a process to establish on-street parking permit areas.

Sections of the ALOHA – REEDVILLE – COOPER MOUNTAIN COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW

Community Design

General Design Elements

21. ~~The required amount of parking for development shall be determined by the parking maximum designations and the standards of the CDC.~~

Renumber remaining sections accordingly.

SUBAREAS

Tualatin Valley (T.V.) Highway Corridor

Design Elements:

1. Access Management Plan

- d. **Application of Standards.** Except as stipulated under ORS 374.310, ORS 36.320 and OAR Chapter 734 - Division 50 (Highway Division) the following standards shall apply along T.V. Highway on land designated for commercial, industrial or higher density residential (R-24 and R-25+) use. These standards shall be applied consistently through the process in a

manner that reflects highway safety, the location of the site, the nature of the business proposed, the design of the site, proposed and existing buildings on the site, and buildings on adjacent properties with approved site plans. At the time of development review, CPO #6 and ODOT will receive from Washington County Land Use & Transportation a copy of all development applications with designs for review and comment.

7) Non-residential - provisions of access easements for internal circulation between adjacent properties

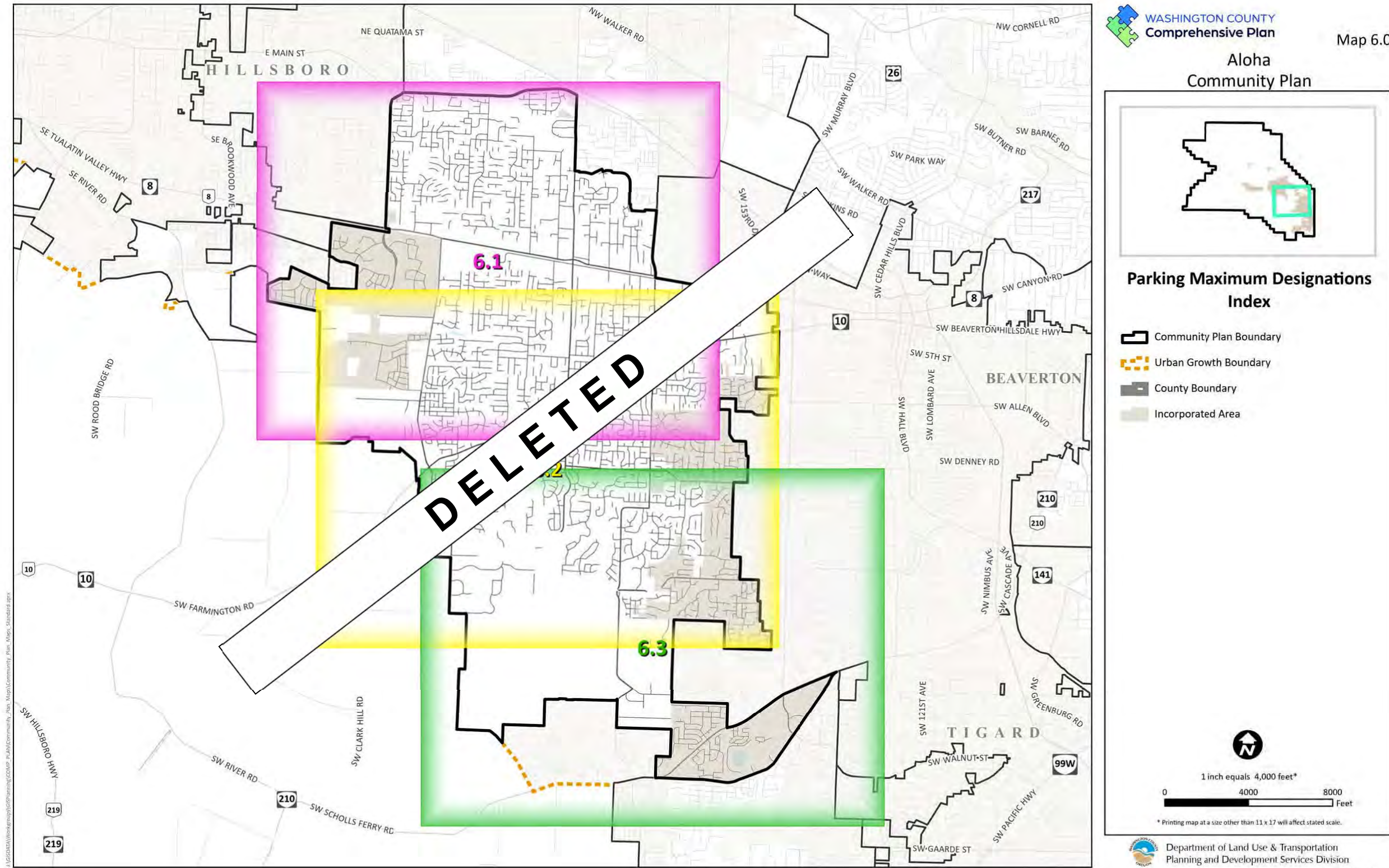
Landowners will provide access easements for internal circulation between adjacent properties within a block where feasible. Feasibility shall be determined during the development review process considering such factor as on-site existing and proposed building(s), parking and driveway locations, existing adjacent building(s), parking and driveways on adjacent parcels, natural constraints, and approved adjacent site plans. It is the intent to this internal access system to ultimately provide for interconnecting vehicular circulation via private driveways supportive of property development plans and to remove short local trip making from the T.V. Highway. When internal circulation is determined to be feasible under the above criteria, the design of on-site parking and circulation patterns for new developments or redevelopments shall attempt to accommodate future easements across adjacent property lines.

No operational or physical changes will be required of any property which is not a part of the application beyond that which was previously determined during the new development or redevelopment review specifically applicable to that property.

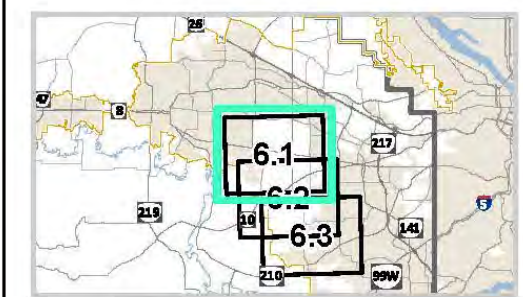
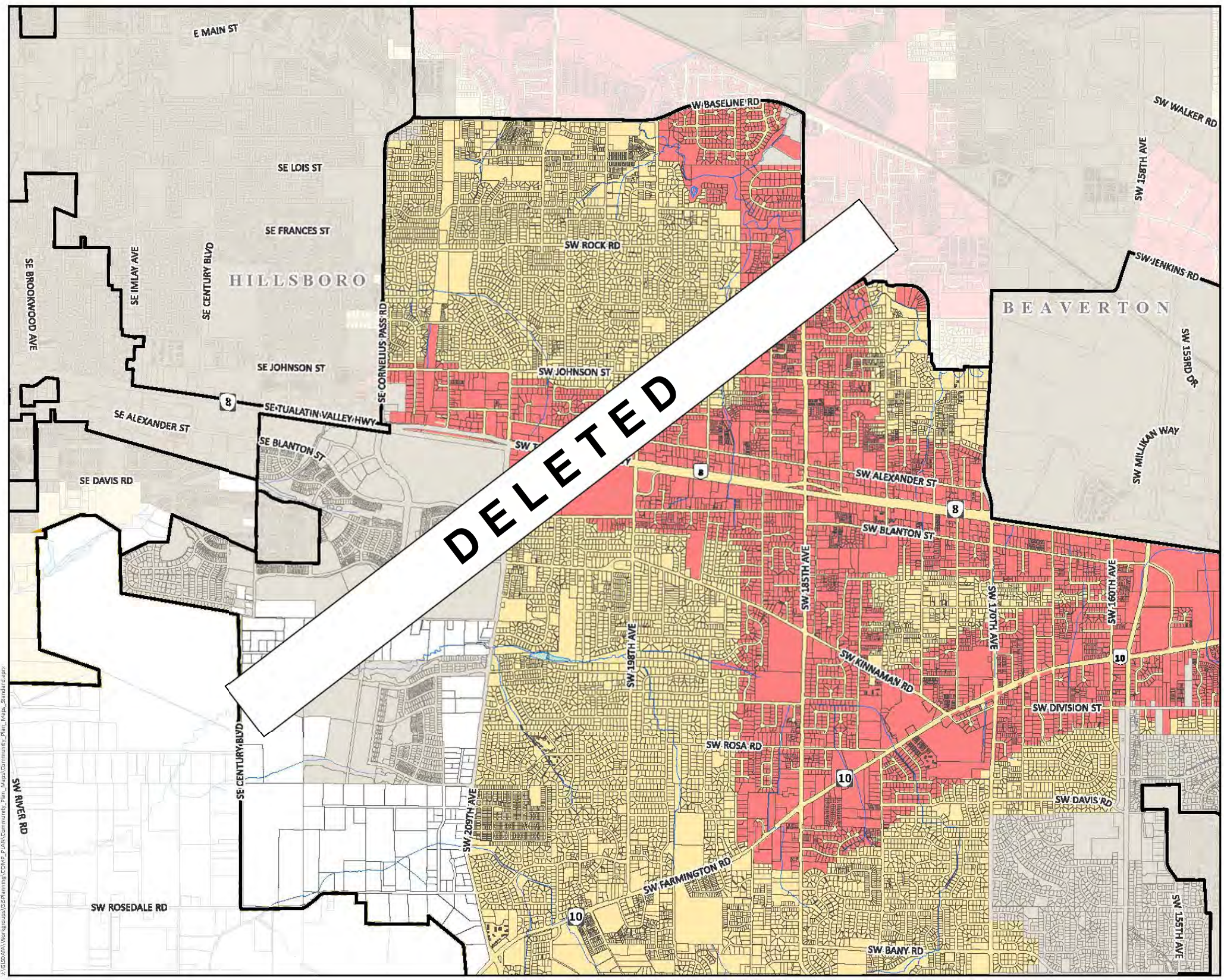
Additionally, on existing developments which have received development review approval, the requirement for internal circulation easements shall preserve the same ~~numbers of parking spaces on-site and same~~ internal circulation pattern unless mutually agreed upon by the affected property owners.

Compliance with this design element shall not cause non-compliance with parking requirements on those properties that have previously received development review approval.

Delete 'PARKING MAXIMUM DESIGNATIONS MAPS 6.0, 6.1, 6.2 and 6.3':



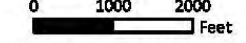
Aloha - Reedville - Cooper Mtn.
 Community Plan



Parking Maximum Designations

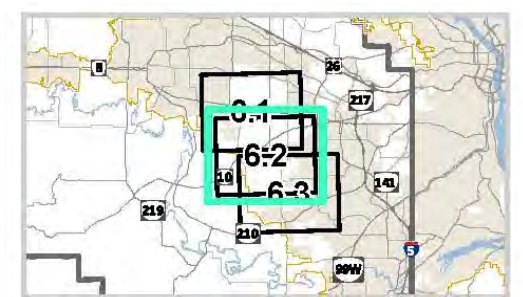
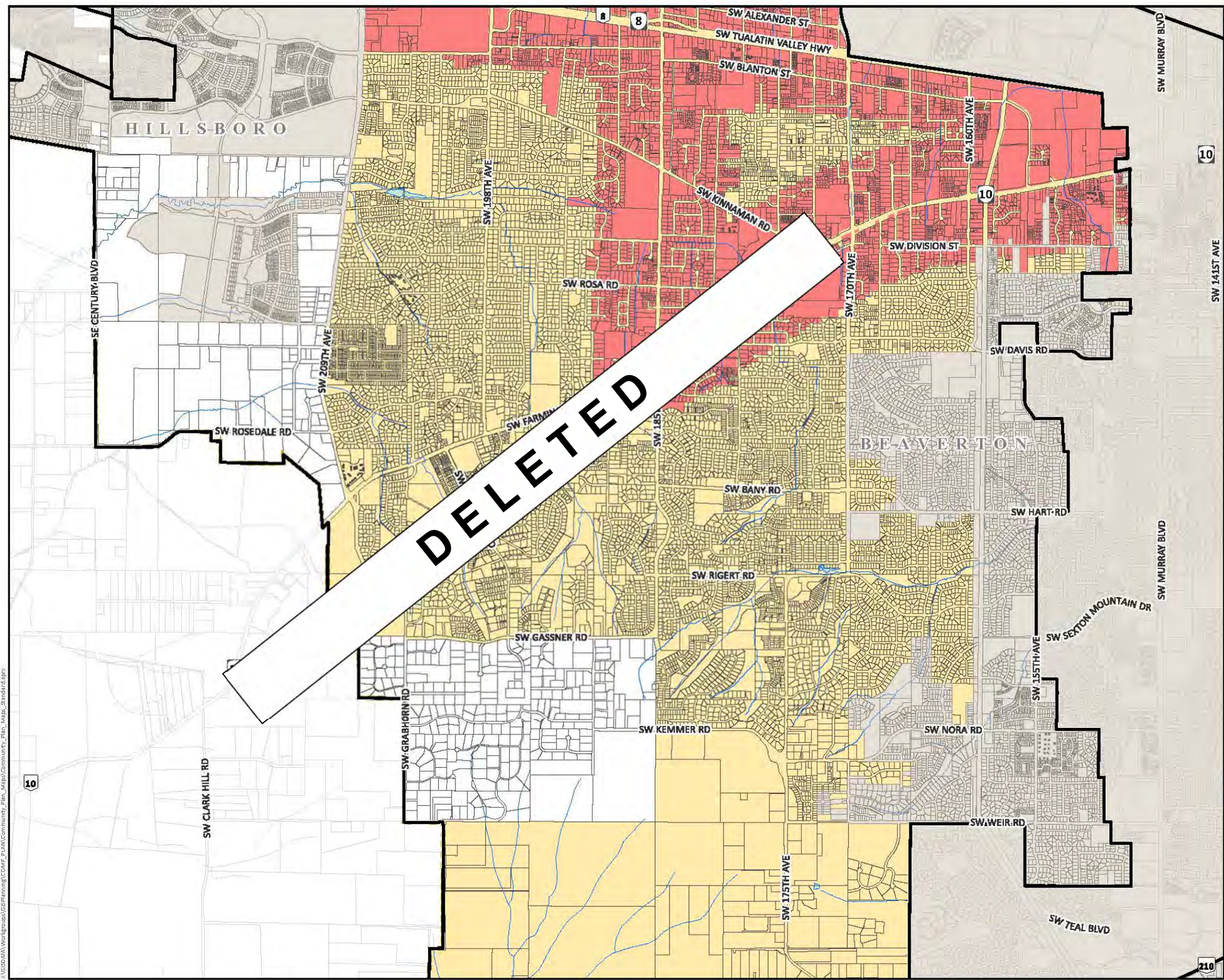
- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

1 inch equals 2,000 feet*



* Printing map at a size other than 11 x 17 will effect stated scale.

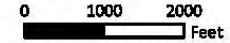
Aloha - Reedville - Cooper Mtn.
 Community Plan



Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

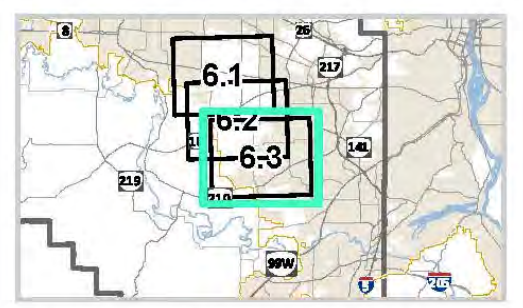
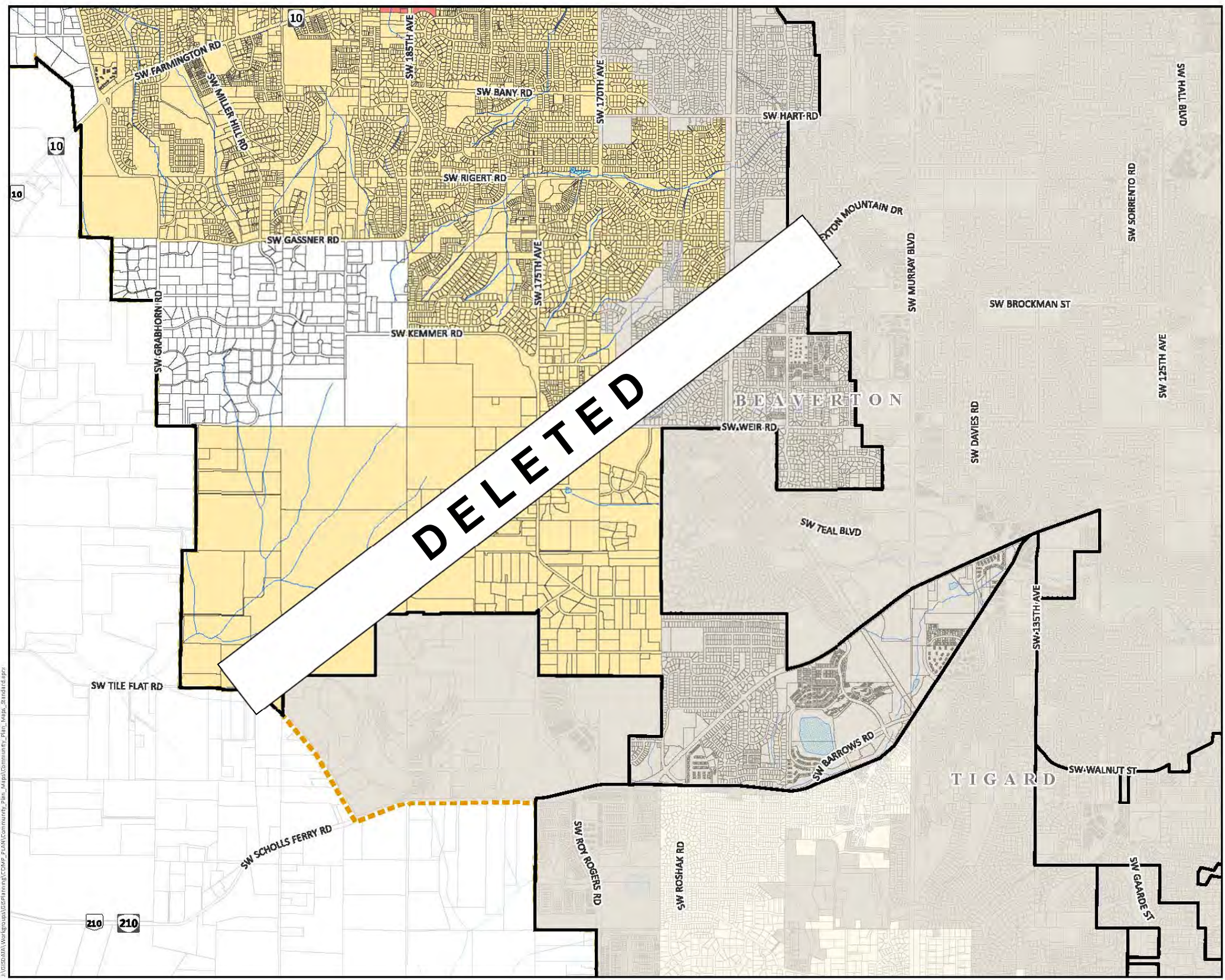
1 Inch equals 2,000 feet*



* Printing map at a size other than 11 x 17 will effect stated scale.

J:\GIS\2024\Work\903\903_Comp_Plan\Map6\Community_Plan_Map6_Standard.aprx

Aloha - Reedville - Cooper Mtn.
 Community Plan



Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

1 inch equals 2,000 feet*

0 1000 2000 Feet



* Printing map at a size other than 11 x 17 will affect stated scale.

\Users\jason.vandegraben\Documents\COMPLANNING\COMPLANNING\Community Plan Maps\Standard.aprx

Sections of the BETHANY COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW

Community Design

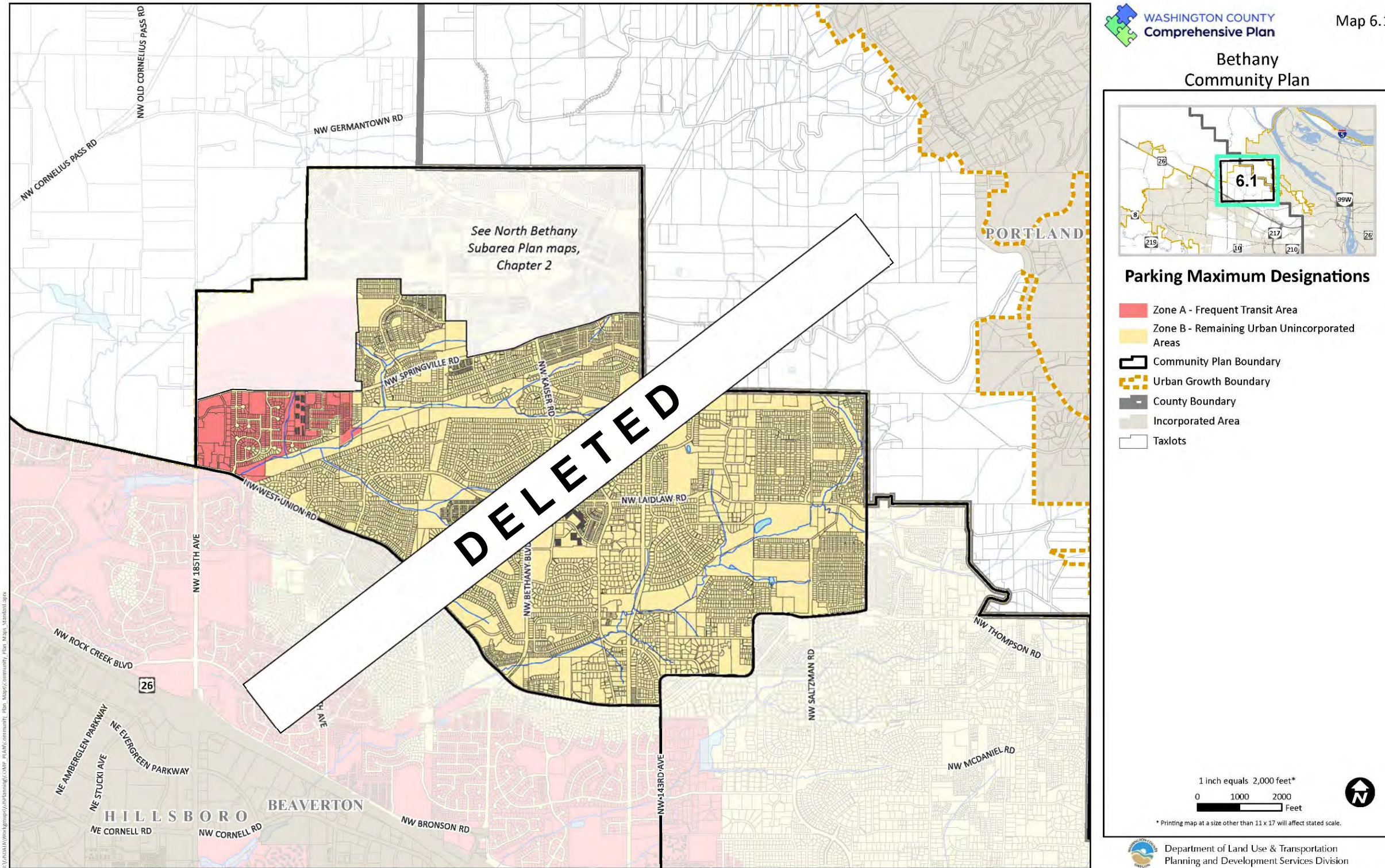
The general design elements listed below apply to the Bethany planning area as a whole and shall be considered during development actions in Bethany. Some of the general design elements are further refined to site-specific applications in the Design Element section of each subarea.

General Design Elements

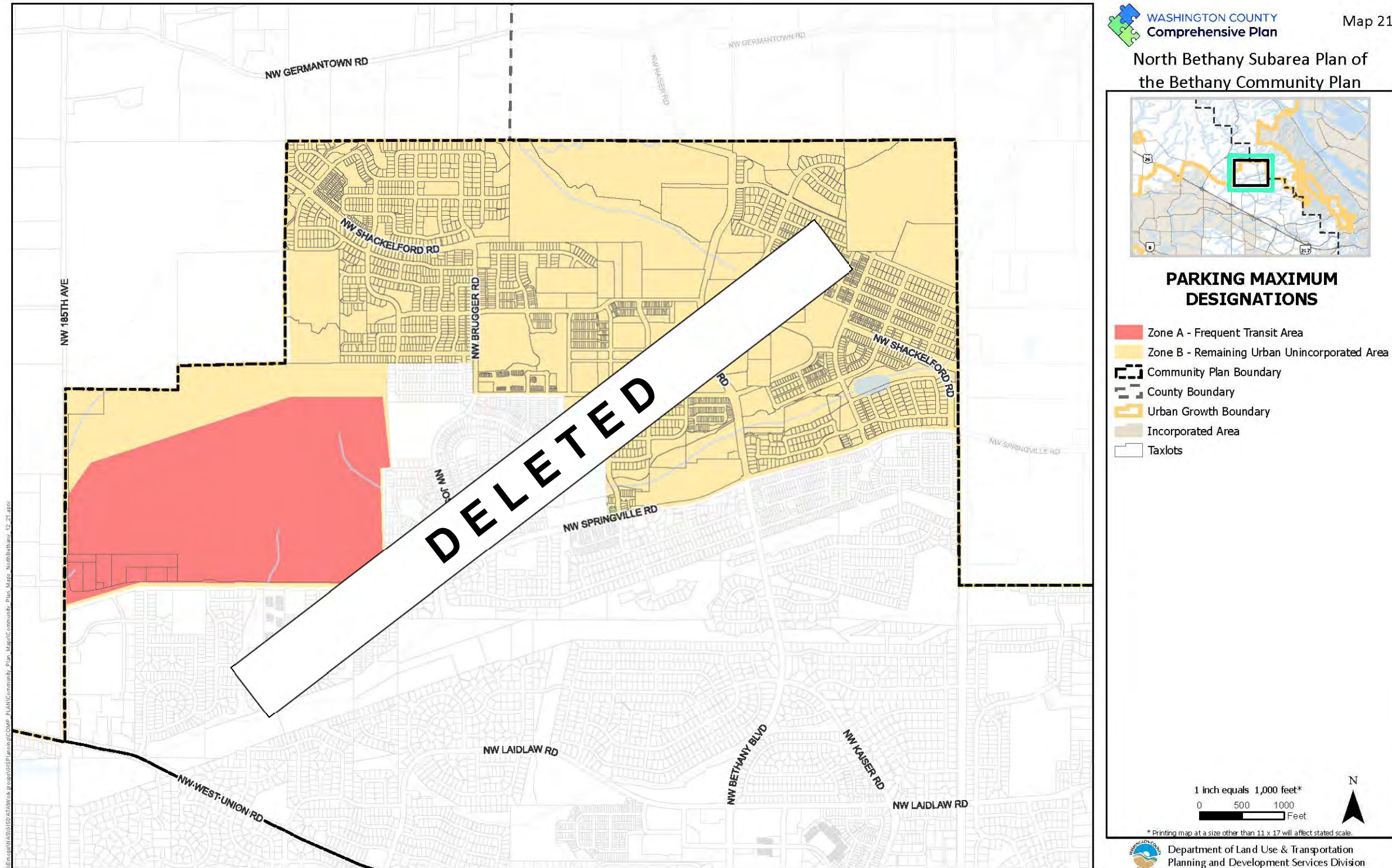
14. ~~The required amount of parking for development shall be determined by the Parking Maximum Designations and standards of the Community Development Code.~~

Renumber remaining sections accordingly.

Delete 'BETHANY COMMUNITY PLAN PARKING MAXIMUM DESIGNATIONS MAP' 6.1:



Delete 'NORTH BETHANY SUBAREA PLAN OF THE BETHANY COMMUNITY PLAN PARKING MAXIMUM DESIGNATIONS MAP 21:



Sections of the BULL MOUNTAIN COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW

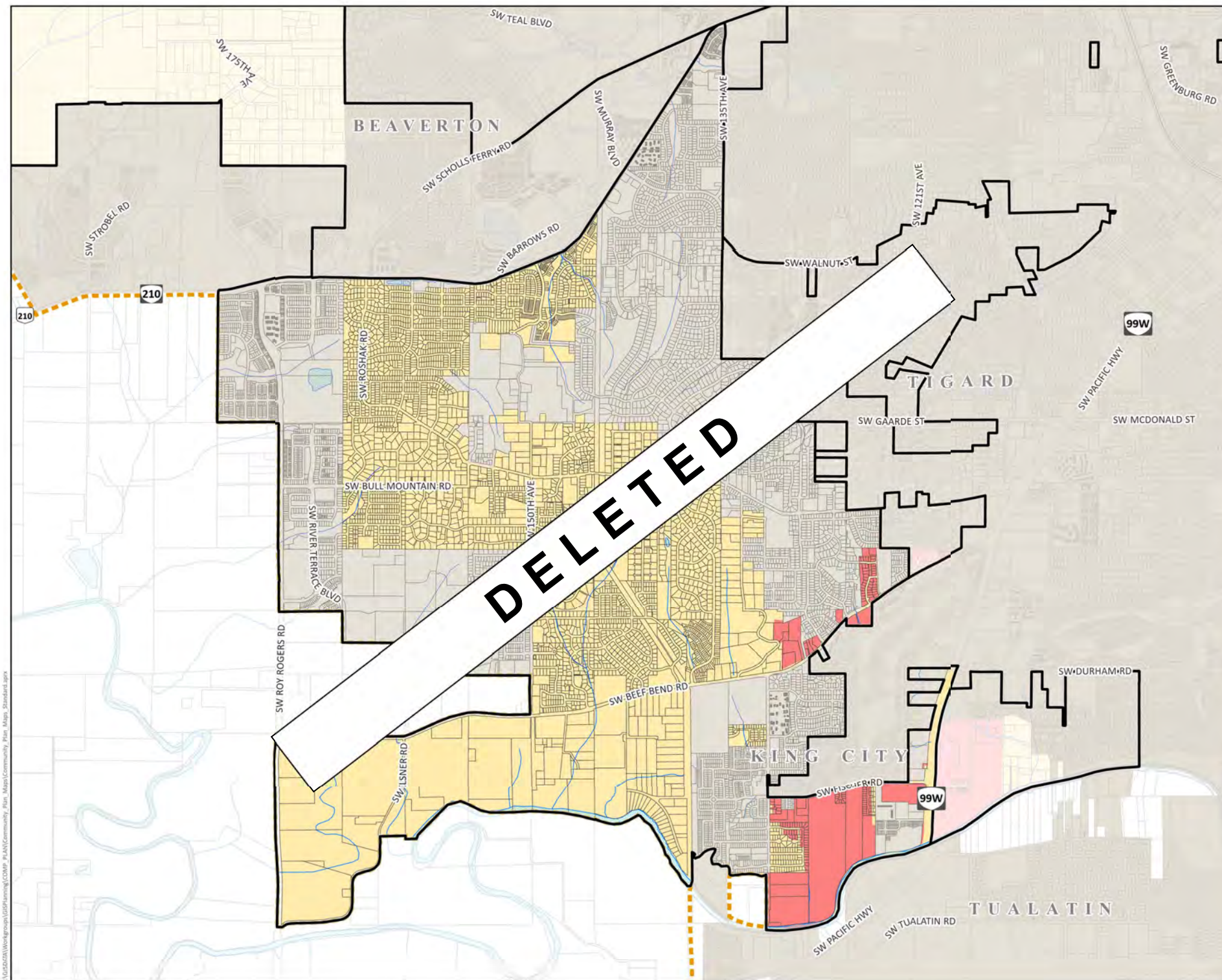
Community Design

General Design Elements

18. ~~The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.~~

Renumber remaining sections accordingly.

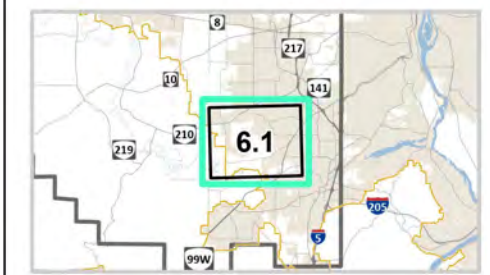
Delete 'PARKING MAXIMUM DESIGNATIONS MAP 6.1':



WASHINGTON COUNTY
Comprehensive Plan

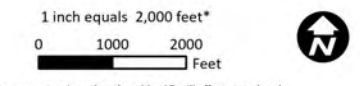
Map 6.1

Bull Mountain Community Plan



Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots



Department of Land Use & Transportation
Planning and Development Services Division
Printed: 9/20/2022

Sections of the CEDAR HILLS – CEDAR MILL COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW

Community Design

General Design Elements

16. ~~The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the CDC.~~

SUBAREAS

Cedar Mill West

Design Elements:

Area of Special Concern 13. Encompasses land designated for commercial or mixed (commercial, office and residential) development in the vicinity of the intersection of Cornell Road and Murray Road.

As the properties at the four corners of the intersection of Murray and Cornell redevelop, the new development shall be designed so that buildings are placed at the corner, with parking if provided, to the side or behind the building. Each corner building shall be at least two stories or 20 feet high. This same provision shall also apply to redevelopment of properties at the corners of the intersection of Murray and Science Park Drive.

Area of Special Concern No. 14 encompasses land designated for commercial or mixed (commercial, office and residential) development in the vicinity of the intersection of Cornell Road and Saltzman Road. This is one of the core areas of the Cedar Mill Town Center.

A building shall be located on at least three of the four corners of the intersection of Saltzman and Dogwood with parking, if provided, to the side or behind the building. Instead of a building at the corner, a fourth corner (to be determined by which corner property owner chooses to develop it first) may be occupied by a public space complying with the Community Development Code standards for a common open space. Each corner building shall be at least two stories or 20 feet high. Similarly, two-story buildings or buildings that are at least 20 feet high shall be located at the corners of the following intersections, when properties at those locations redevelop:

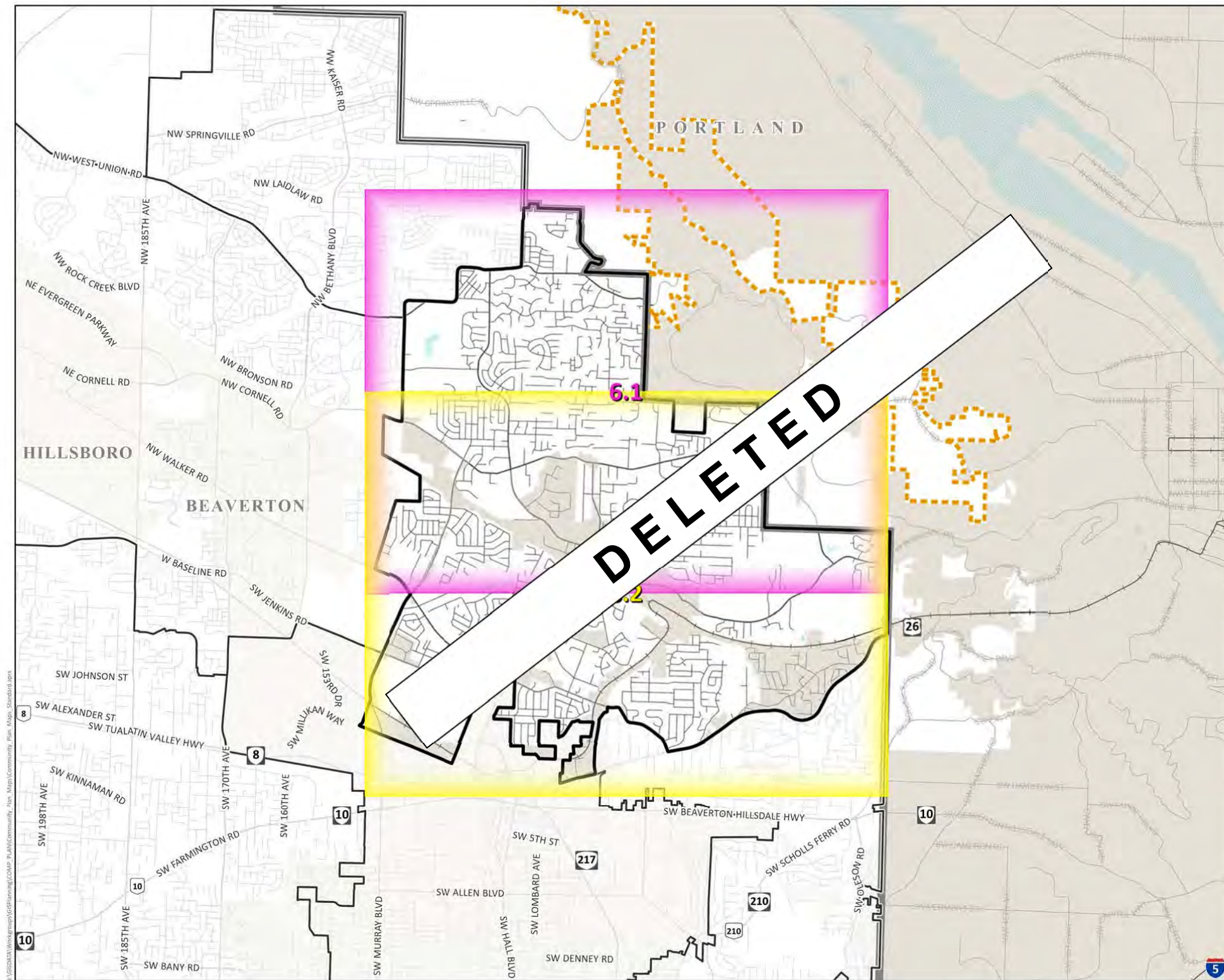
Barnes - Peterkort

Design Elements:

Area of Special Concern No. 11. It is the County's objective that a high density, mixed-use, pedestrian-oriented, "urban village" develop in this area, with activity throughout the day, in the evening, and on weekends. No development in the area shall be approved prior to approval of an overall master plan for development in the area showing how the area will build out consistent with this objective. Completion of the approved master plan may be phased over a specified period of time. The approved master plan shall comply with the following:

8. Long-term parking needs shall be addressed in the master plan for Peterkort Station. Plans shall demonstrate the ability to meet the required 1.0 FAR standard ~~and to provide adequate parking at the time of build-out.~~

Delete 'PARKING MAXIMUM DESIGNATIONS MAPS 6.0, 6.1, and 6.2':



WASHINGTON COUNTY
Comprehensive Plan
Map 6.0
Cedar Hills
Community Plan

Parking Maximum Designations Index

- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area

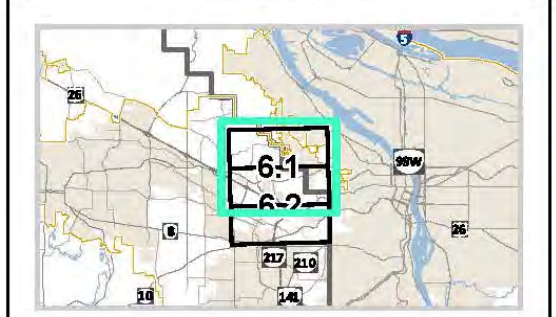
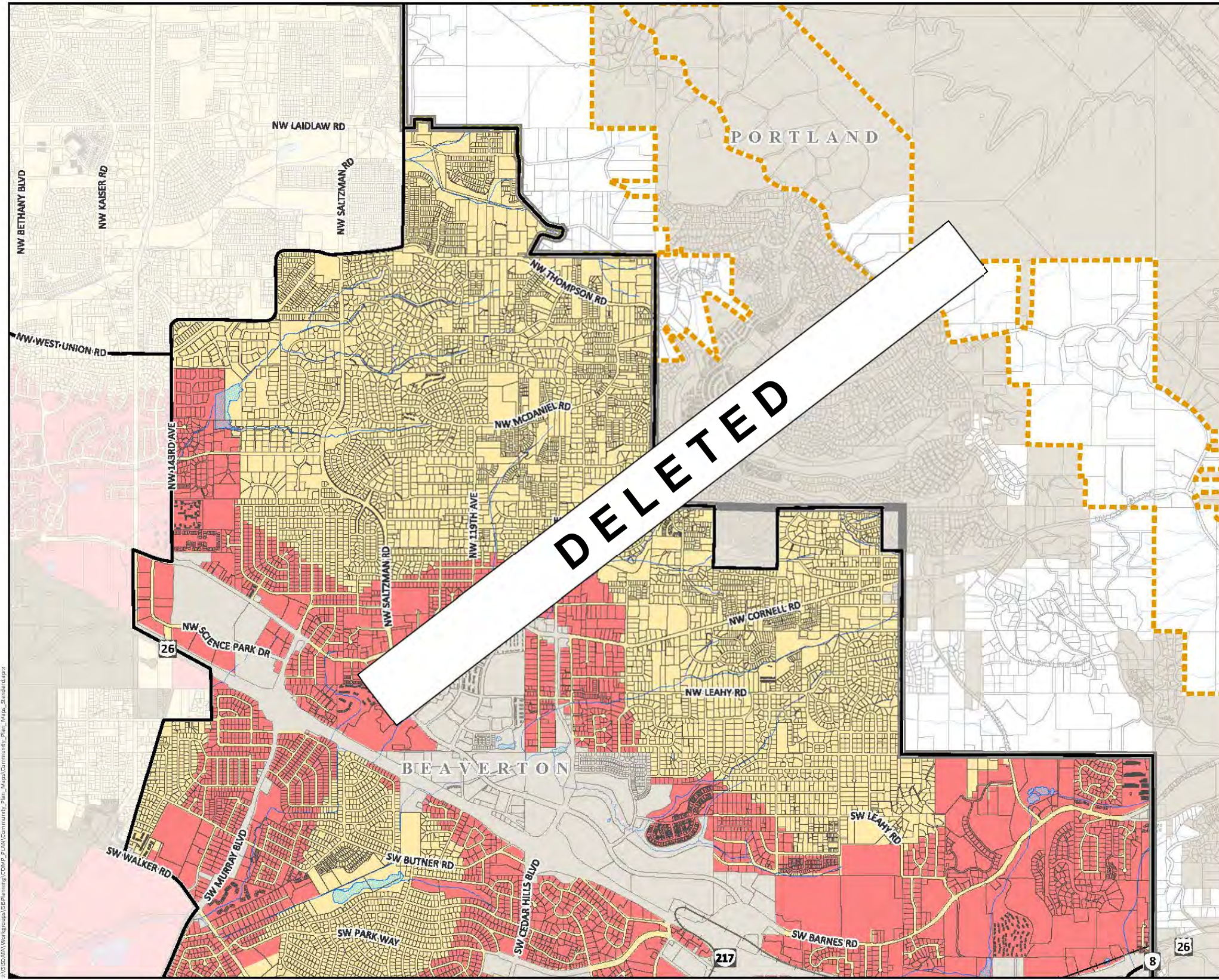
1 inch equals 4,000 feet*

0 4000 8000 Feet

* Printing map at a size other than 11 x 17 will affect stated scale.

Department of Land Use & Transportation
Planning and Development Services Division
Printed: 7/17/2023

Cedar Hills - Cedar Mill
 Community Plan



Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

1 inch equals 2,000 feet*
 0 1000 2000 Feet

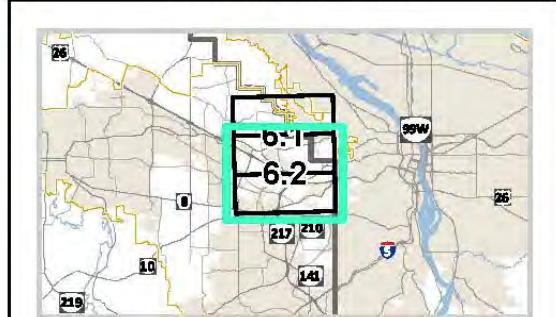


* Printing map at a size other than 11 x 17 will effect stated scale.



Map 6.2

Cedar Hills - Cedar Mill Community Plan



Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

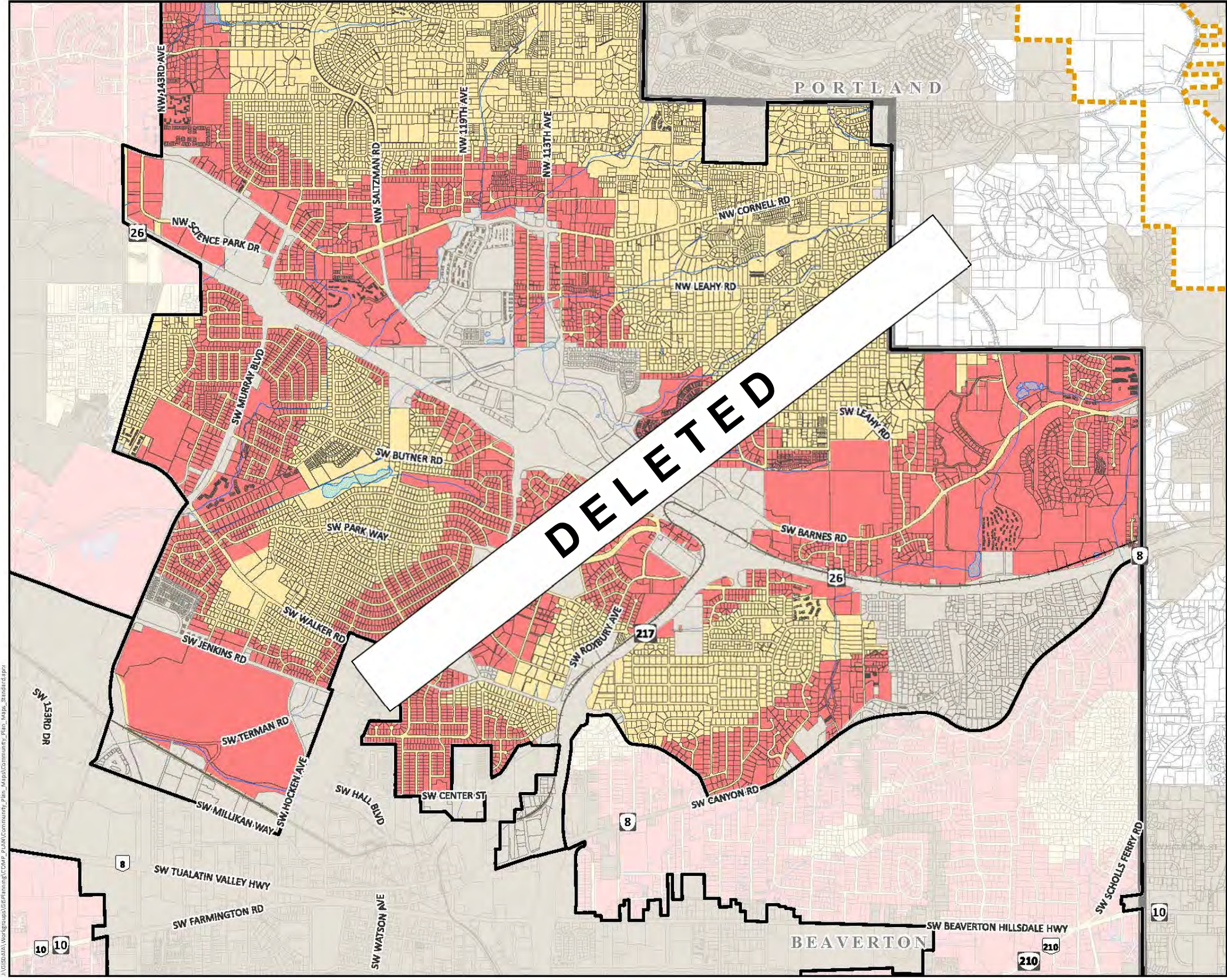
1 inch equals 2,000 feet*
0 1000 2000 Feet



* Printing map at a size other than 11 x 17 will effect stated scale.

Department of Land Use & Transportation
Planning and Development Services Division

Printed: 9/20/2022



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Sections of the EAST HILLSBORO COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW

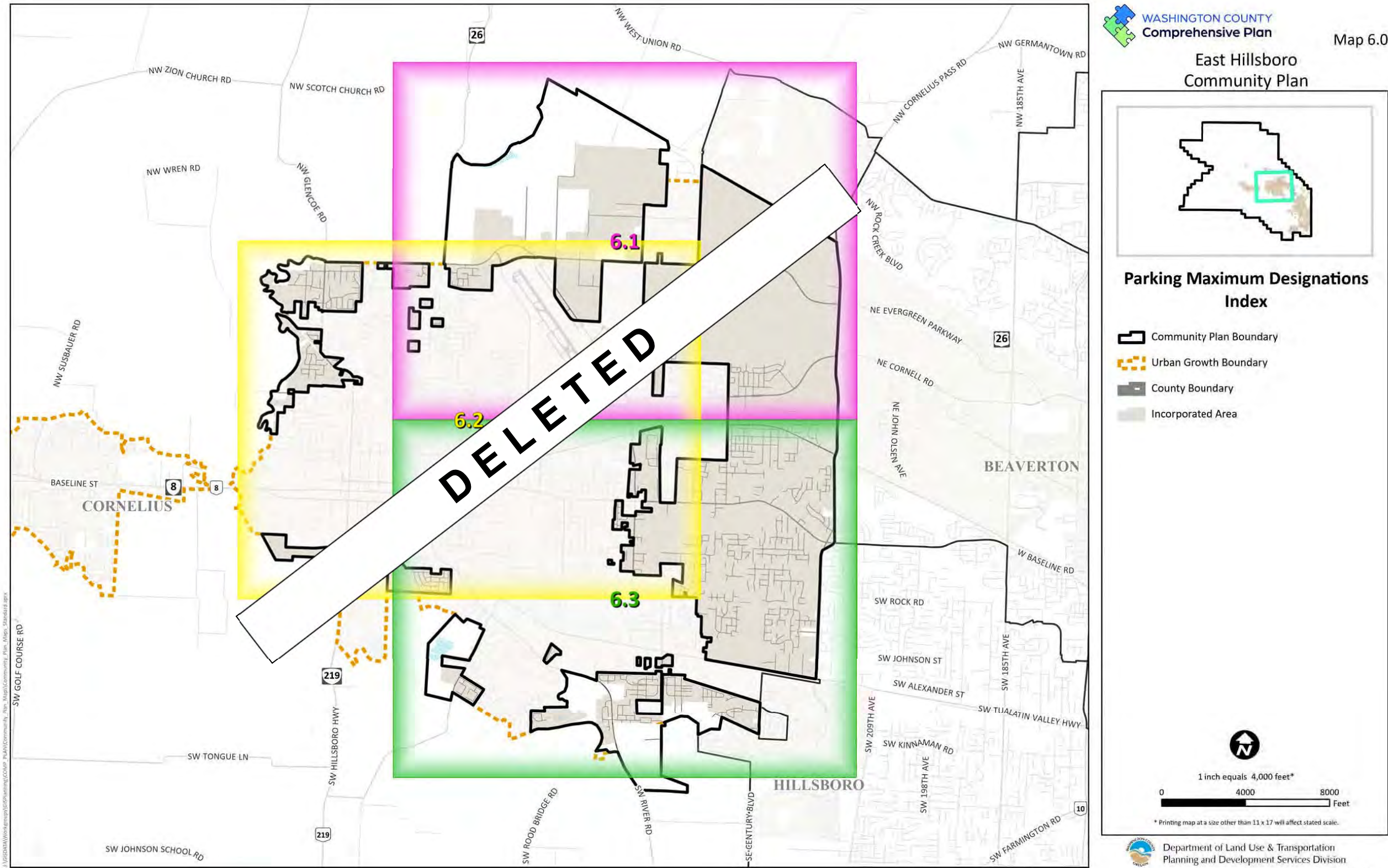
Community Design

General Design Elements

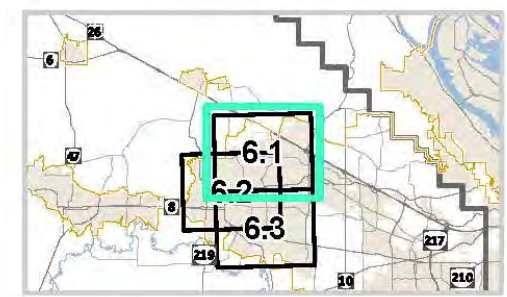
17. ~~The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.~~

Renumber remaining sections accordingly.

Delete 'PARKING MAXIMUM DESIGNATIONS MAPS 6.0, 6.1, 6.2, and 6.3':



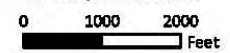
East Hillsboro
Community Plan



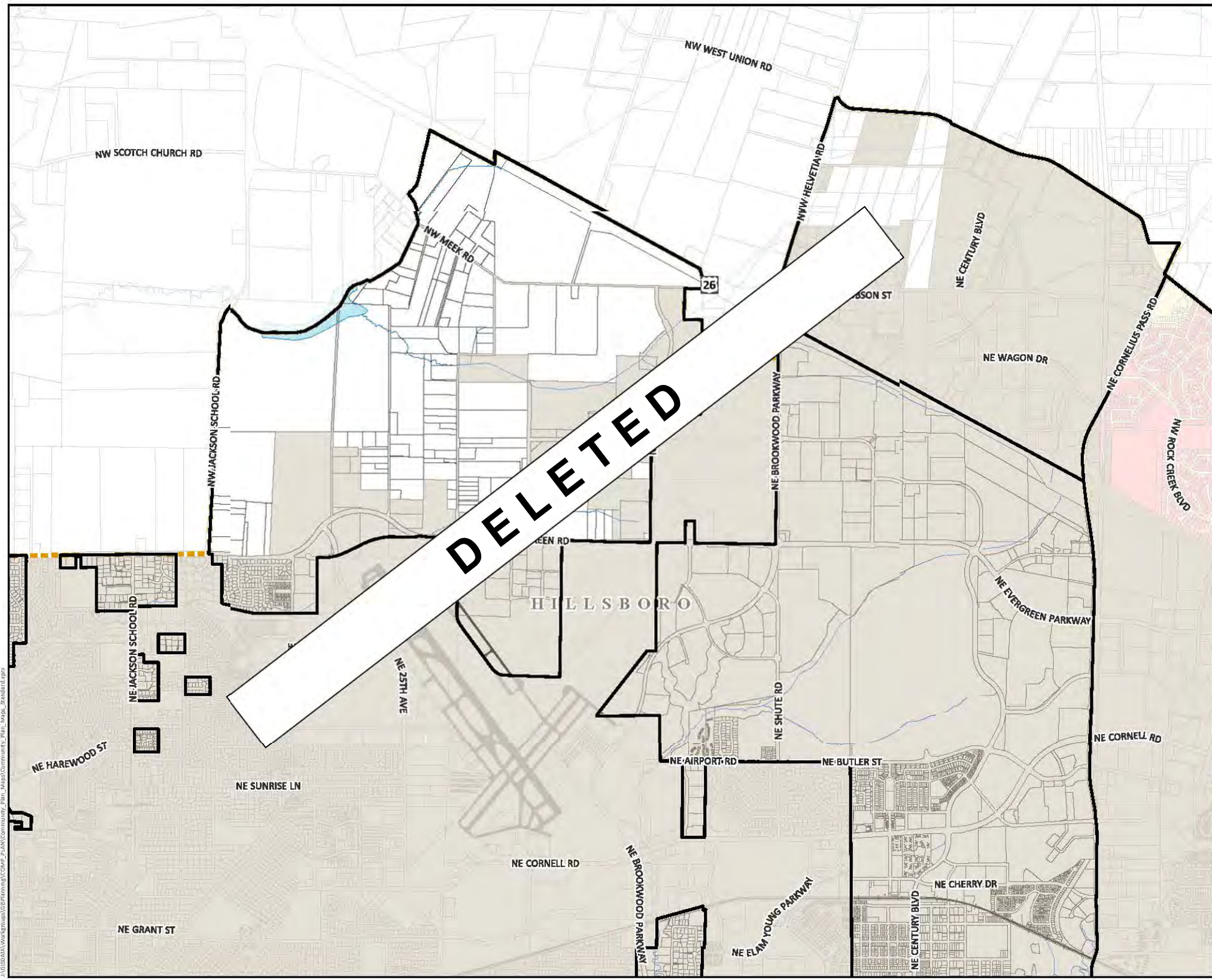
Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

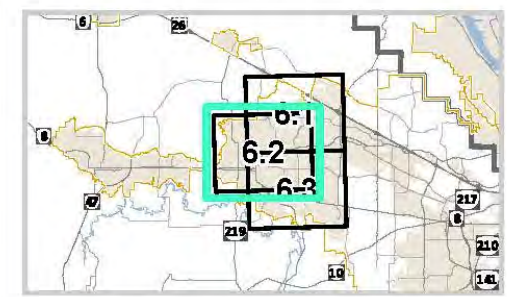
1 inch equals 2,000 feet*



* Printing map at a size other than 11 x 17 will effect stated scale.



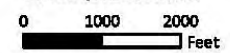
East Hillsboro
Community Plan



Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

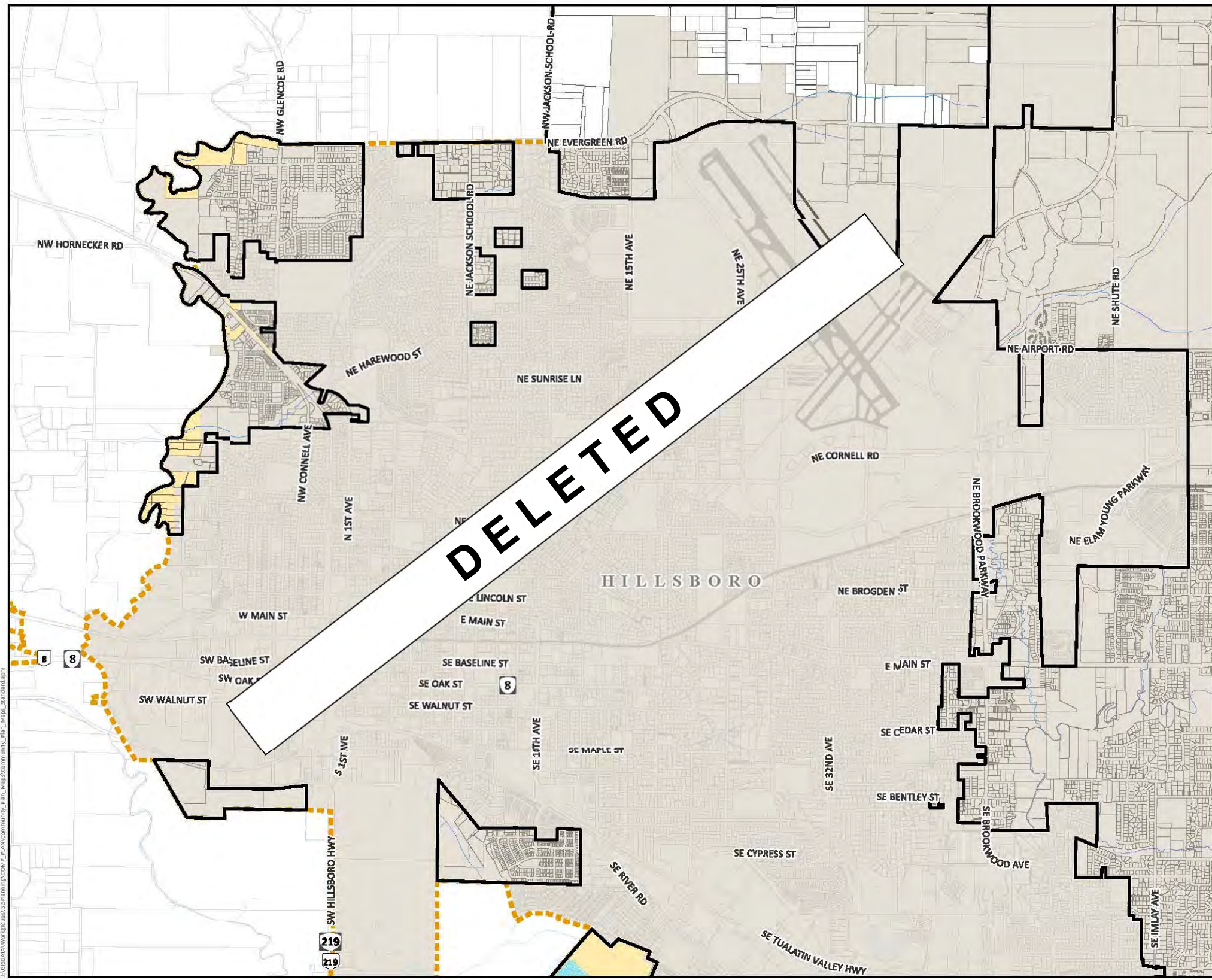
1 inch equals 2,000 feet*



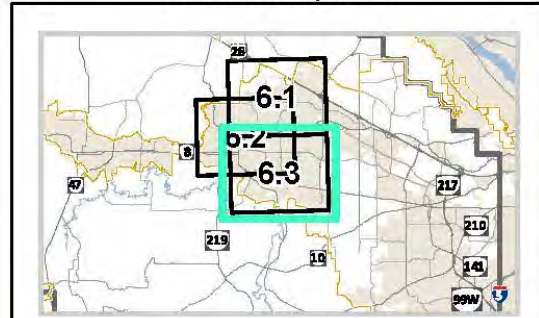
* Printing map at a size other than 11 x 17 will effect stated scale.

Department of Land Use & Transportation
Planning and Development Services Division

Printed: 9/29/2022



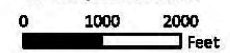
East Hillsboro
Community Plan



Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

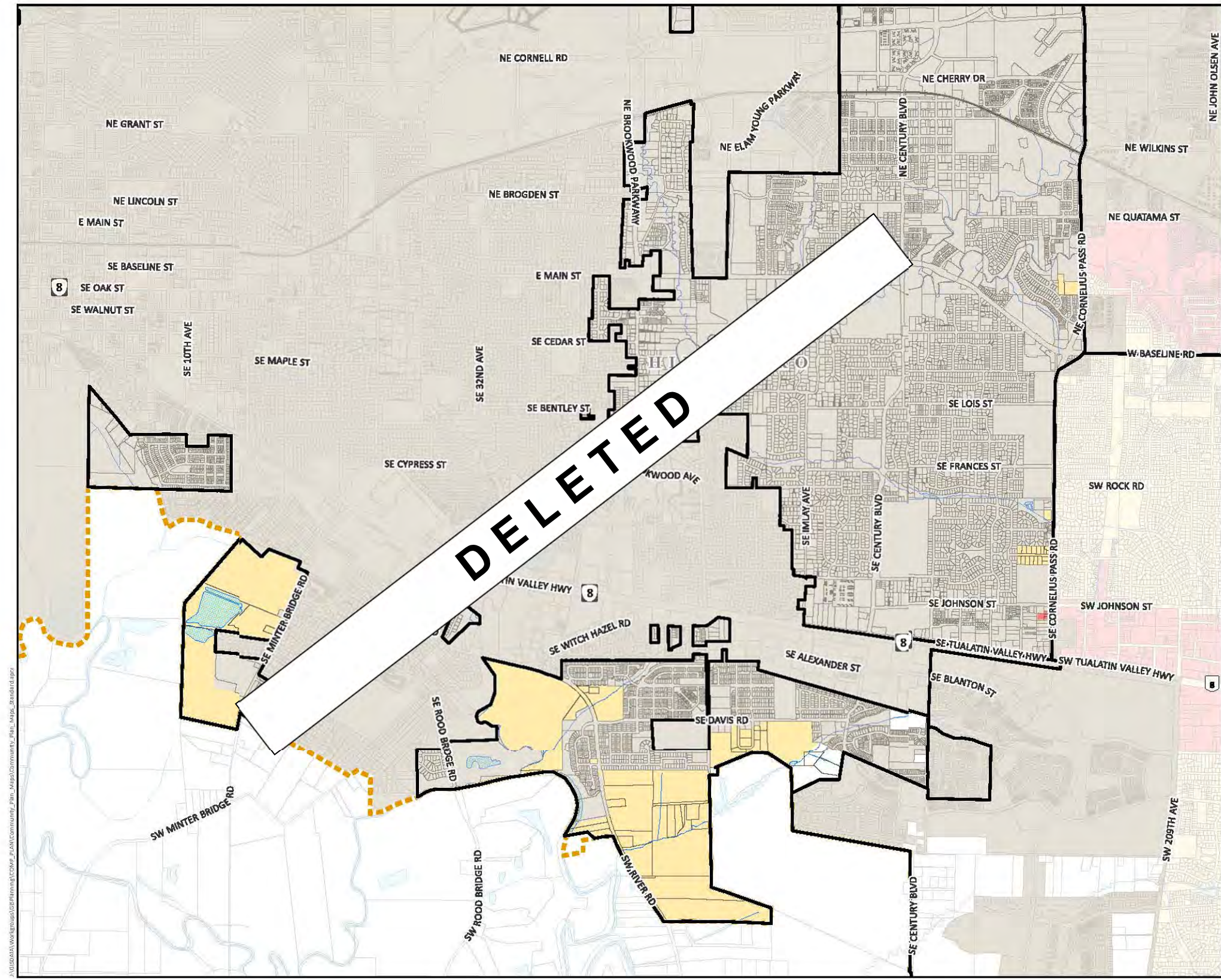
1 inch equals 2,000 feet*



* Printing map at a size other than 11 x 17 will effect stated scale.

Department of Land Use & Transportation
Planning and Development Services Division

Printed: 9/29/2022



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Sections of the METZGER - PROGRESS COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW


Community Design

General Design Elements

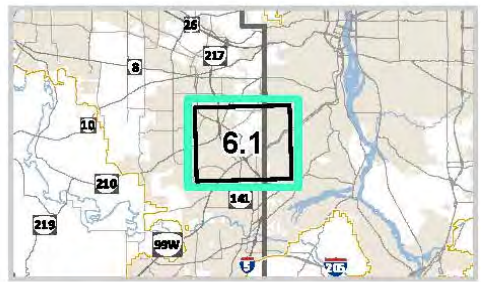
20. ~~The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.~~

Renumber remaining sections accordingly.

Delete 'PARKING MAXIMUM DESIGNATIONS MAP 6.1':

 WASHINGTON COUNTY
Comprehensive Plan

Map 6.1
Metzger - Progress
Community Plan





Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

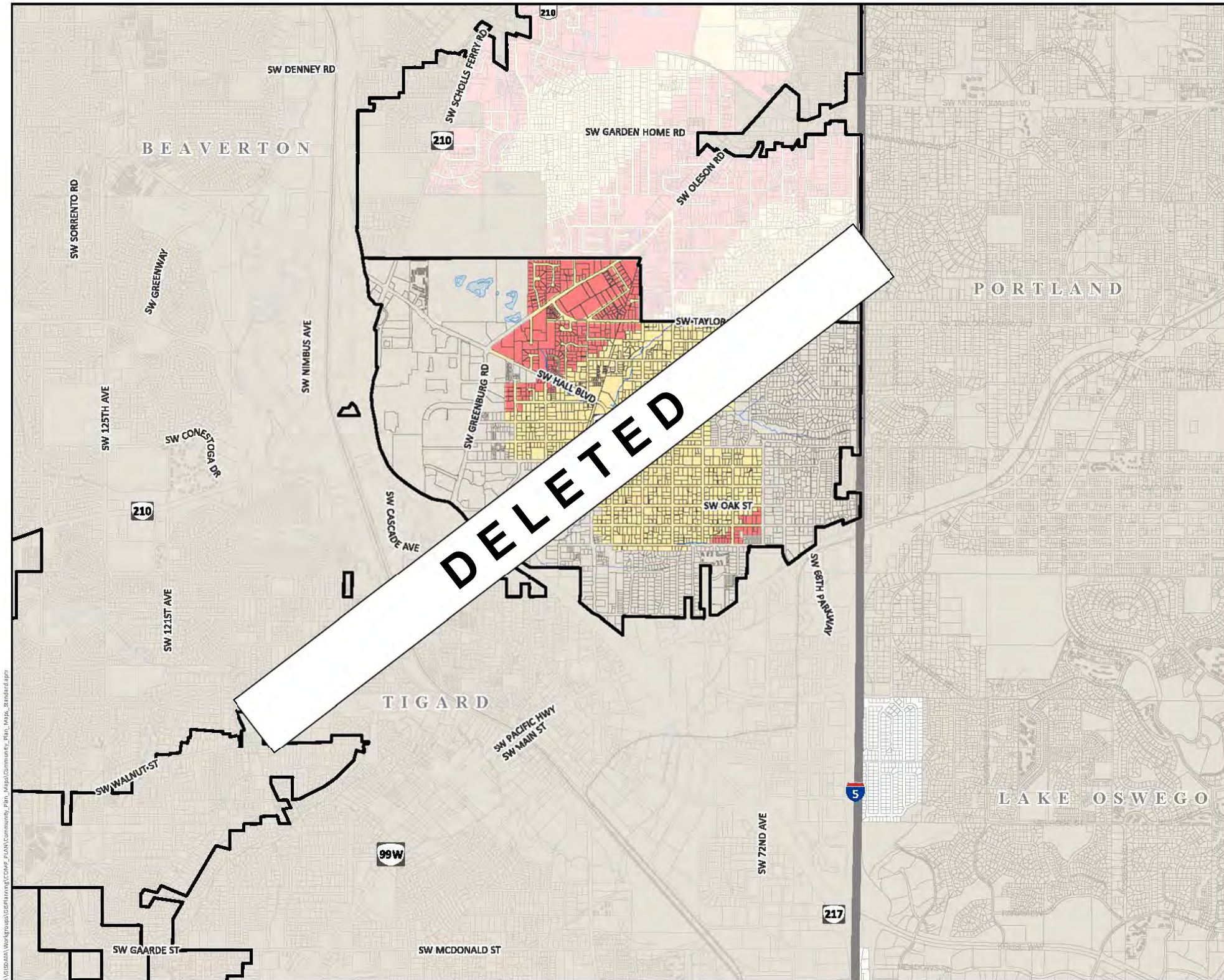
1 inch equals 2,000 feet*
0 1000 2000 Feet

* Printing map at a size other than 11 x 17 will effect stated scale.



 Department of Land Use & Transportation
Planning and Development Services Division

Printed: 9/29/2022



Sections of the RALEIGH HILLS – GARDEN HOME COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW

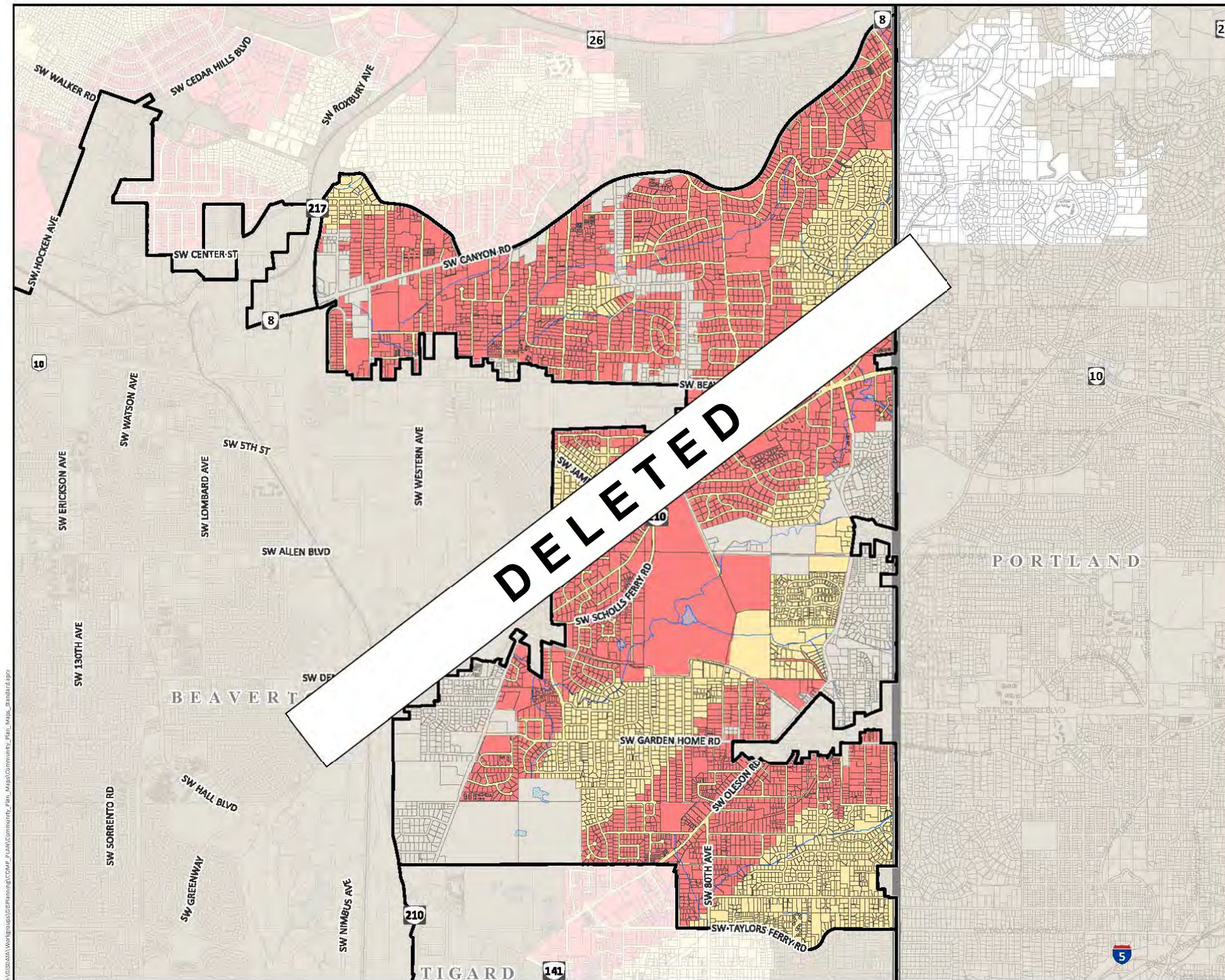
Community Design

General Design Elements

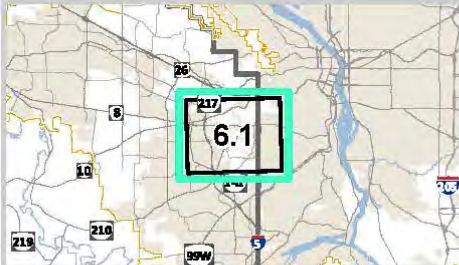
20. ~~The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.~~

Renumber remaining sections accordingly.








Delete 'PARKING MAXIMUM DESIGNATIONS MAP 6.1':




 WASHINGTON COUNTY
Comprehensive Plan
Map 6.1
Raleigh Hills - Garden Home
Community Plan



Parking Maximum Designations

-  Zone A - Frequent Transit Area
-  Zone B - Remaining Urban Unincorporated Areas
-  Community Plan Boundary
-  Urban Growth Boundary
-  County Boundary
-  Incorporated Area
-  Taxlots

1 inch equals 2,000 feet*
0 1000 2000 Feet
* Printing map at a size other than 11 x 17 will effect stated scale.



Sections of the SHERWOOD COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW


Community Design

General Design Elements

15. ~~The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.~~

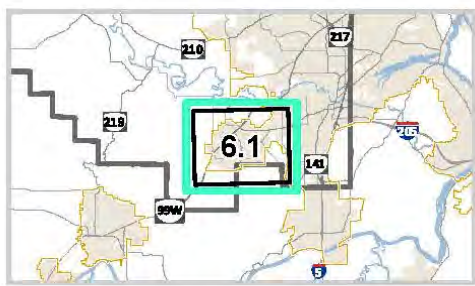
Renumber remaining sections accordingly.

Delete 'PARKING MAXIMUM DESIGNATIONS MAP 6.1':







 WASHINGTON COUNTY
Comprehensive Plan

Map 6.1

Sherwood Community Plan





Parking Maximum Designations

-  Zone A - Frequent Transit Area
-  Community Plan Boundary
-  Urban Growth Boundary
-  County Boundary
-  Incorporated Area
-  Taxlots

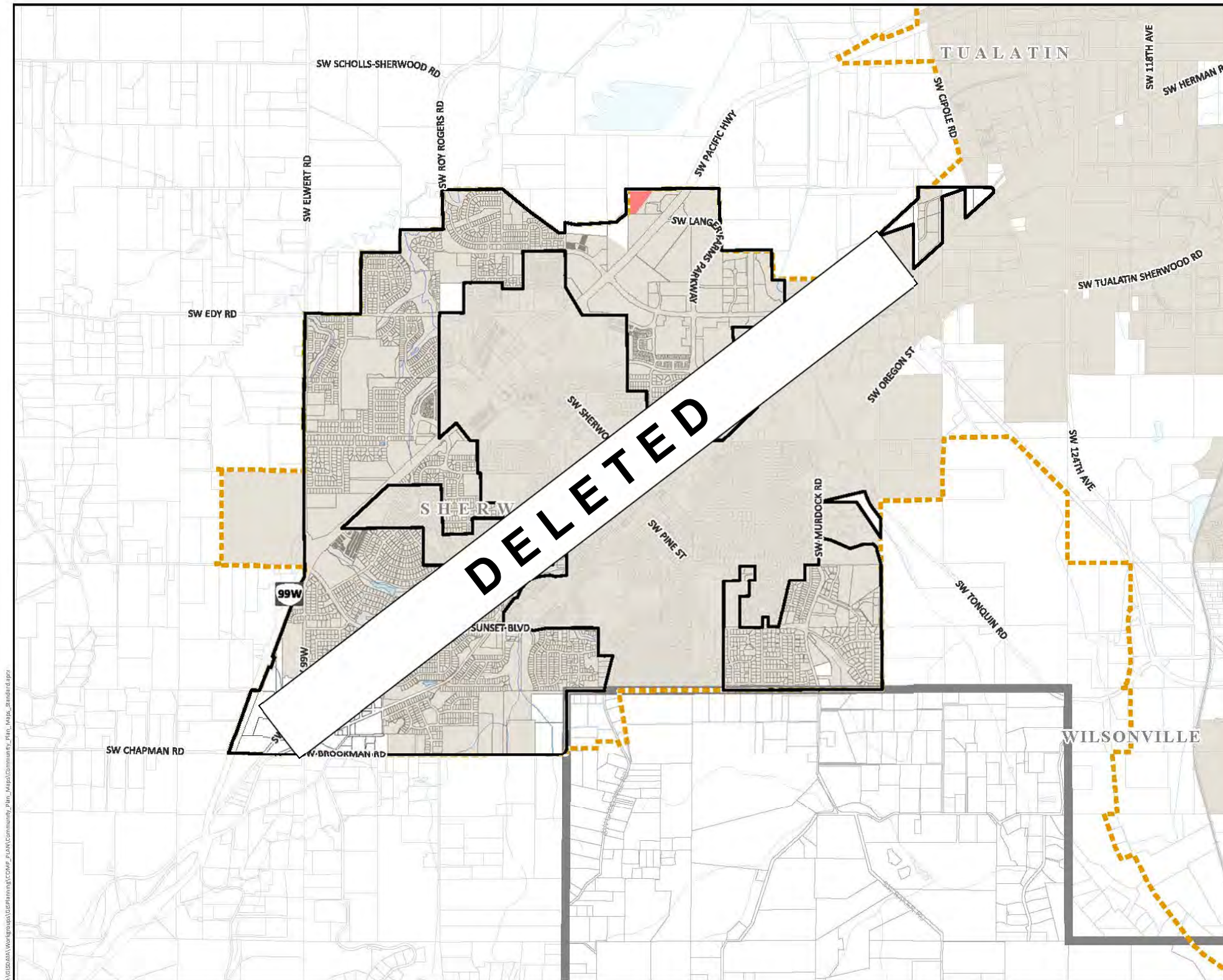
1 inch equals 2,000 feet*
0 1000 2000 Feet

* Printing map at a size other than 11 x 17 will effect stated scale.



 Department of Land Use & Transportation
Planning and Development Services Division

Printed: 5/20/2022



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Sections of the SUNSET WEST COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW

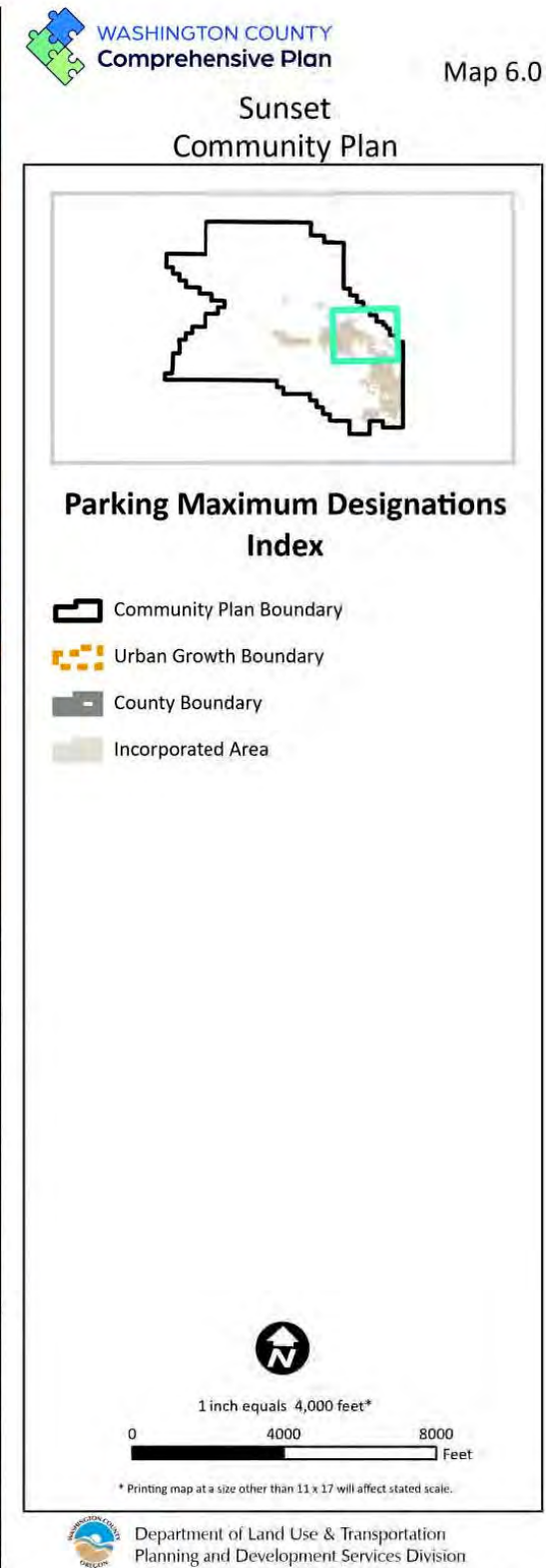
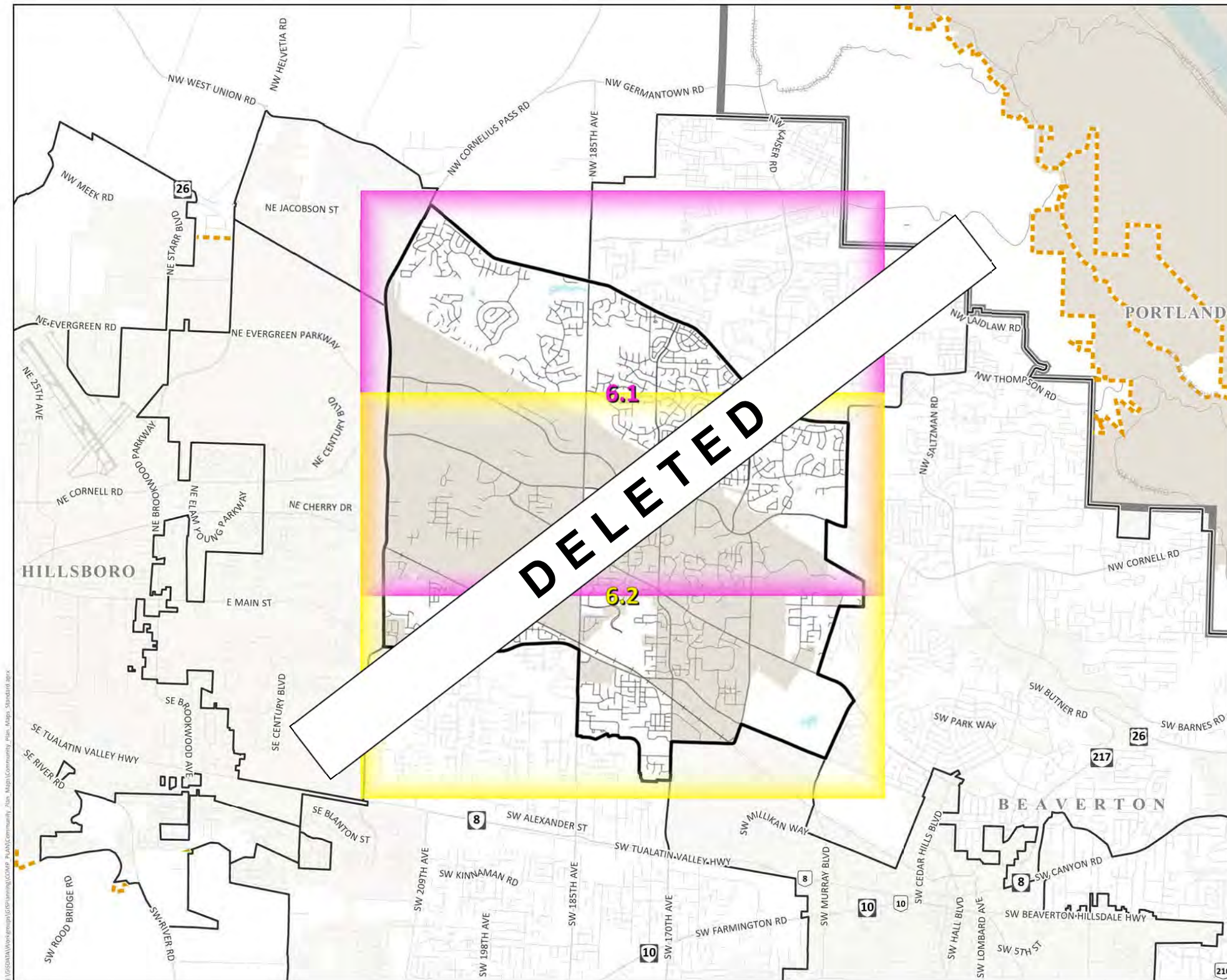
Community Design

General Design Elements

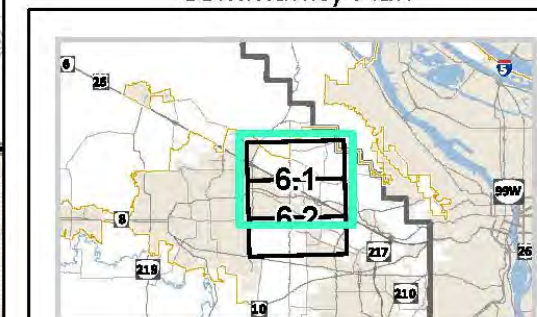
16. ~~The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.~~

Renumber remaining sections accordingly.








Delete 'PARKING MAXIMUM DESIGNATIONS MAPS 6.0, 6.1, and 6.2':



Sunset West
 Community Plan



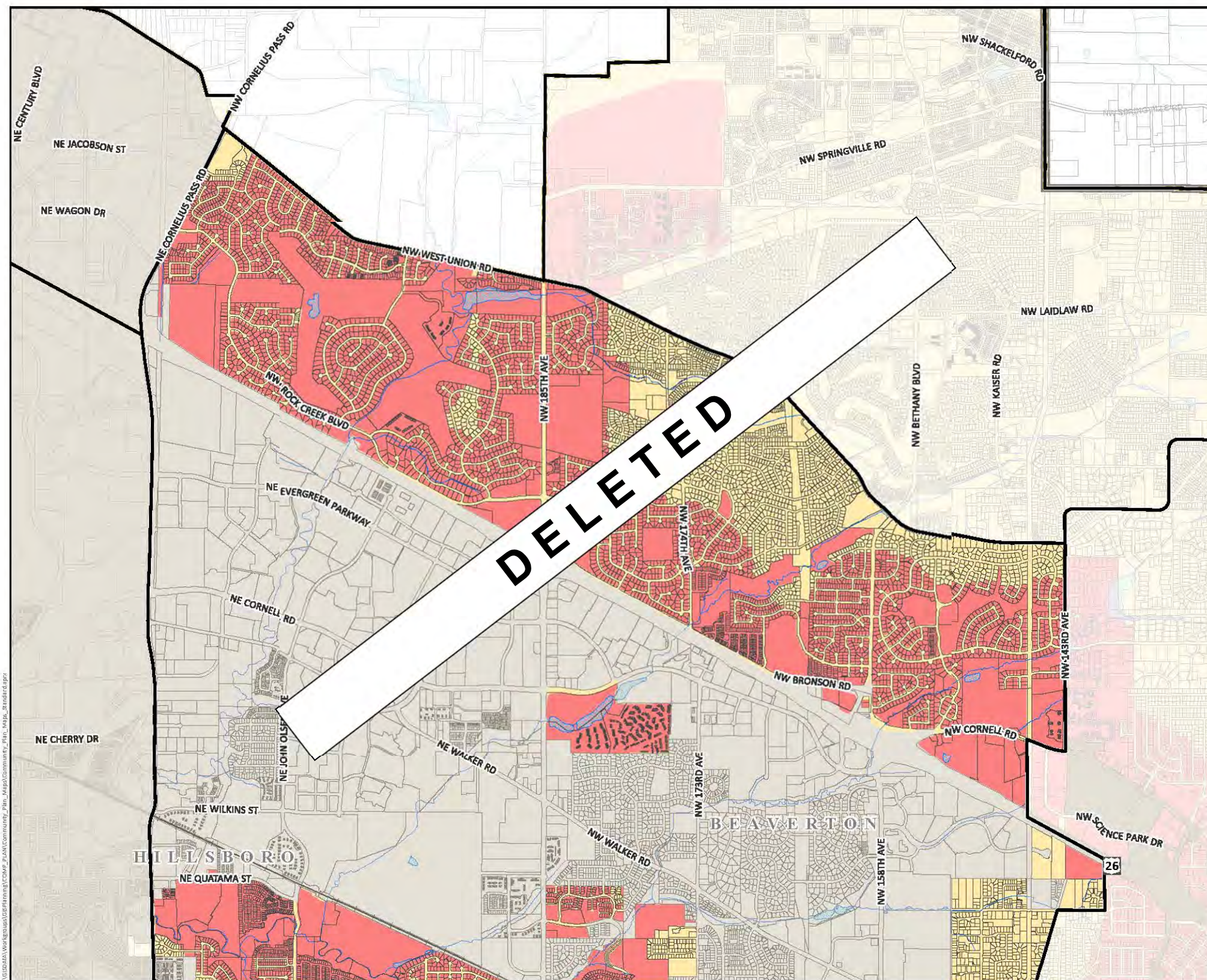
Parking Maximum Designations

-  Zone A - Frequent Transit Area
-  Zone B - Remaining Urban Unincorporated Areas
-  Community Plan Boundary
-  Urban Growth Boundary
-  County Boundary
-  Incorporated Area
-  Taxlots

1 inch equals 2,000 feet*



* Printing map at a size other than 11 x 17 will effect stated scale.



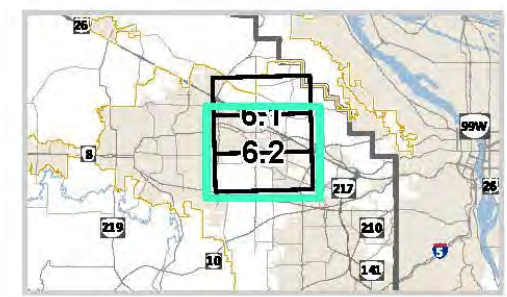
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Department of Land Use & Transportation
 Planning and Development Services Division

Printed: 9/20/2022

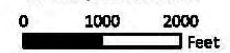
Sunset West
Community Plan



Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

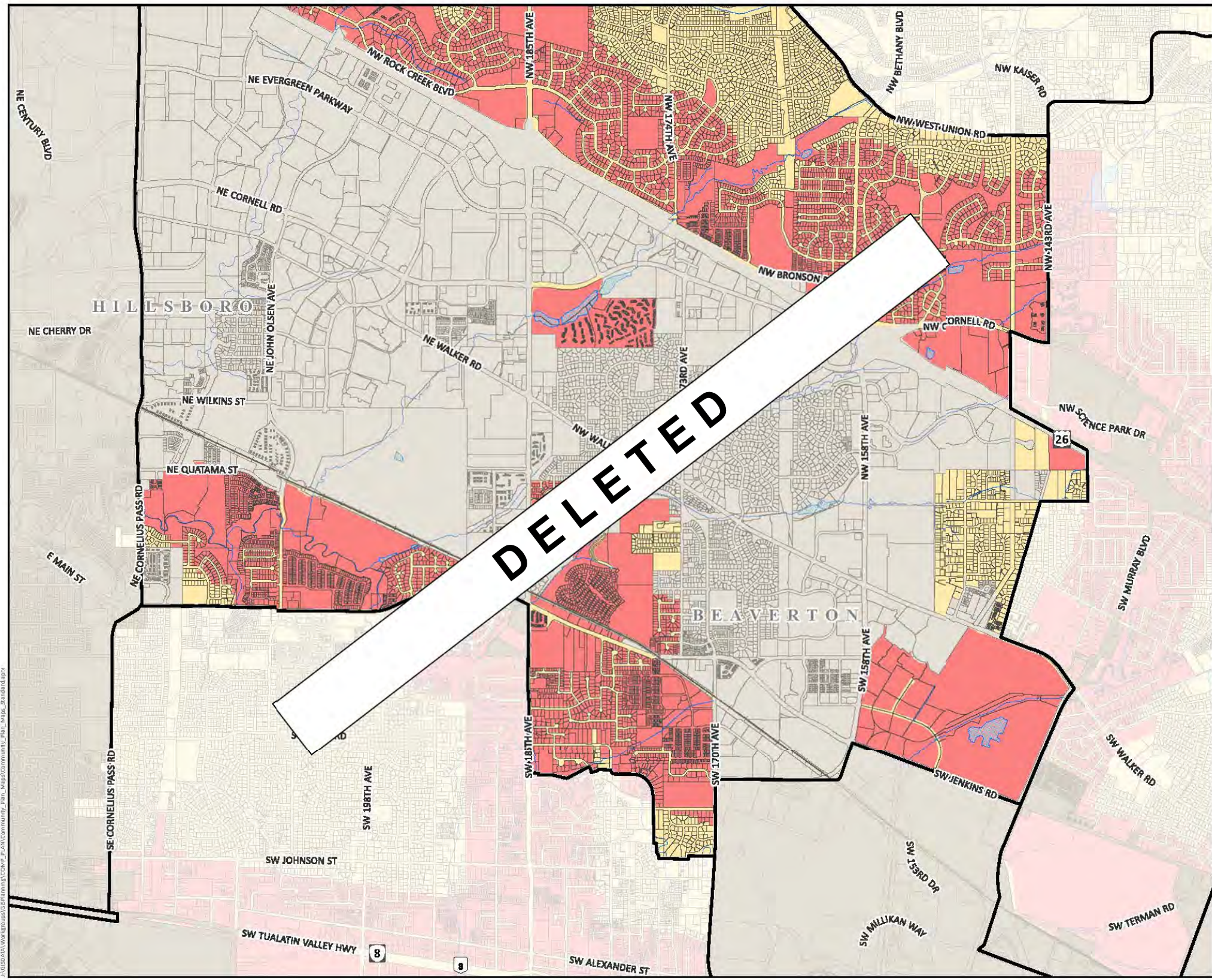
1 inch equals 2,000 feet*



* Printing map at a size other than 11 x 17 will effect stated scale.

Department of Land Use & Transportation
Planning and Development Services Division

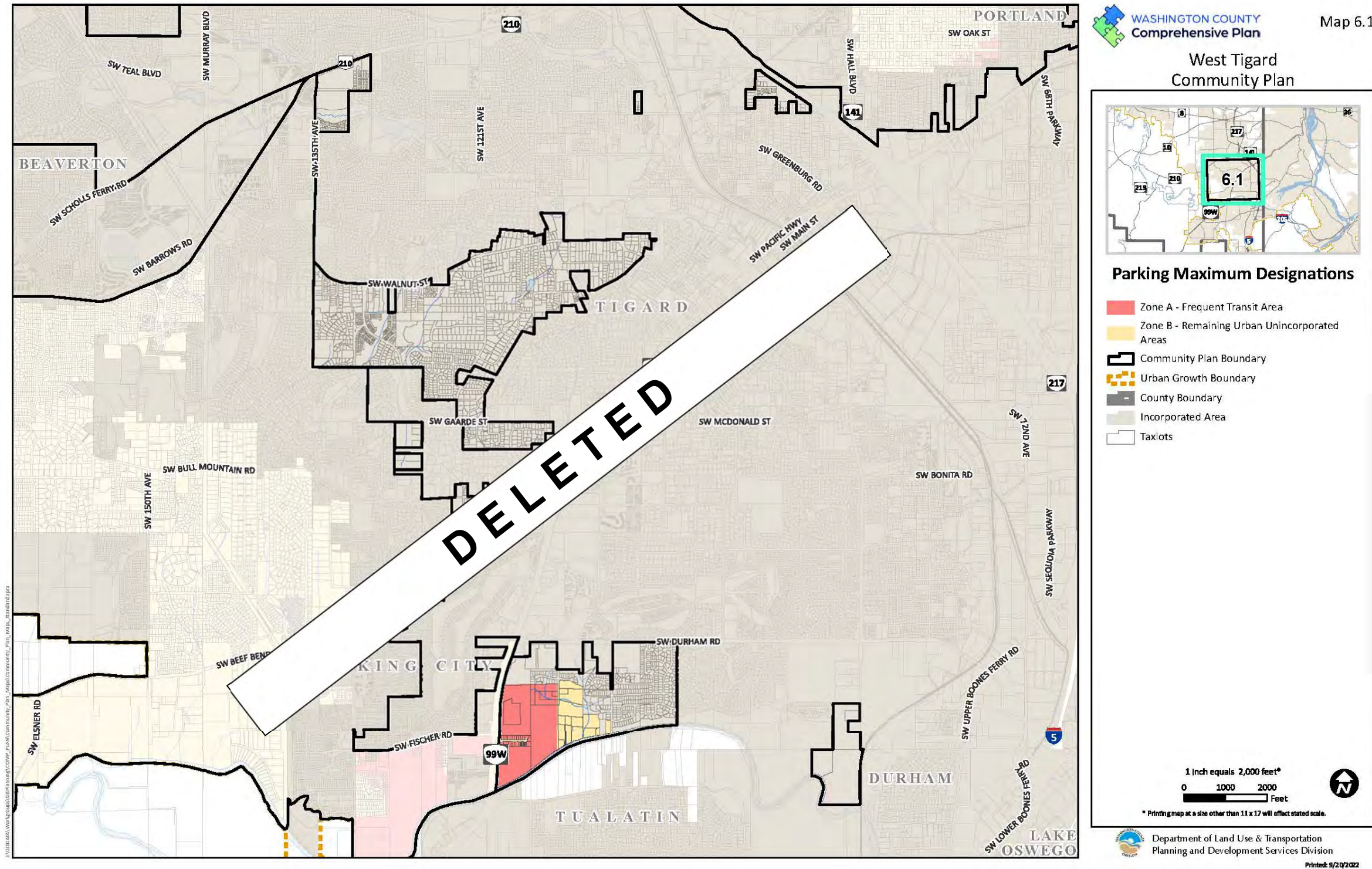
Printed: 9/29/2022



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The WEST TIGARD COMMUNITY PLAN is amended to reflect the following:

Delete 'PARKING MAXIMUM DESIGNATIONS MAP 6.1':



Sections of the WEST UNION COMMUNITY PLAN are amended to reflect the following:

COMMUNITY PLAN OVERVIEW

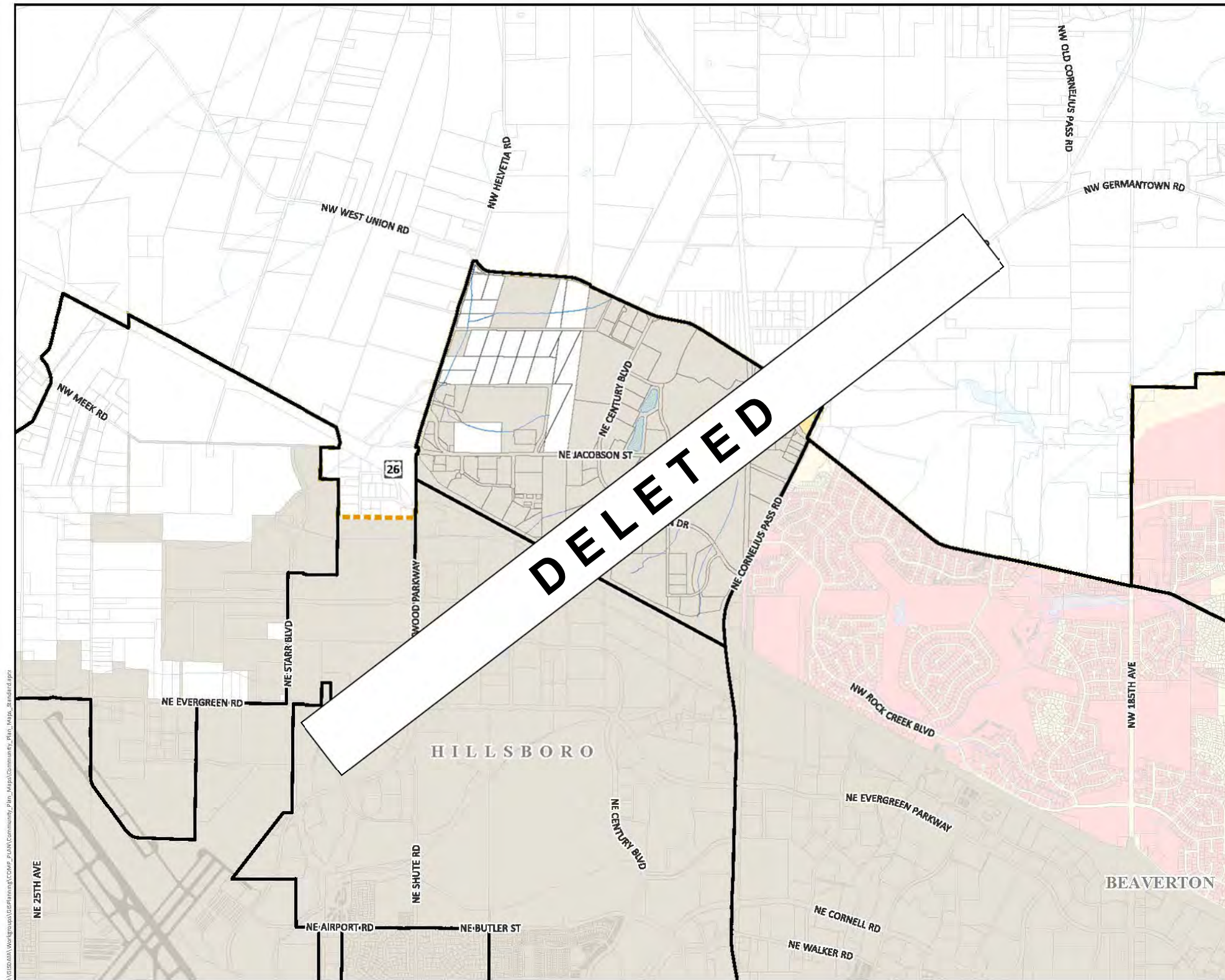
Community Design

General Design Elements

18. ~~The required amount of parking for development shall be determined by the Parking Maximum Designations and the standards of the Community Development Code.~~

Renumber remaining sections accordingly.

Delete 'PARKING MAXIMUM DESIGNATIONS MAP 6.1':



WASHINGTON COUNTY
Comprehensive Plan

Map 6.1

West Union
Community Plan

Parking Maximum Designations

- Zone A - Frequent Transit Area
- Zone B - Remaining Urban Unincorporated Areas
- Community Plan Boundary
- Urban Growth Boundary
- County Boundary
- Incorporated Area
- Taxlots

1 Inch equals 2,000 feet*

0 1000 2000 Feet

* Printing map at a size other than 11 x 17 will effect stated scale.

Sections of the COMMUNITY DEVELOPMENT CODE are amended to reflect the following:

1. SECTION 106 – DEFINITIONS

106-33 **Change in Use.** A change in tenant or activity occupying a parcel of land, a premises, or structure, which creates a change in vehicular trip generation activities as defined by the Institute of Transportation Engineers, which changes the parking classification as set forth in Section 413, or which changes the occupancy classification as defined by the Uniform Building Code.

2. SECTION 201 – DEVELOPMENT PERMIT

201-2 Exclusions from Permit Requirement

~~201-2.33~~ Reduction of off-street required minimum automobile parking spaces in existing development for replacement bicycle parking is subject to Section 413-8.3. Replacement bicycle parking spaces must meet the standards of Sections 429-7, 429-8 and 429-9.

~~201-2.34~~ Mobile food site that complies with all of the following standards:

~~201-2.345~~ Temporary hosting/shelter location for homeless persons and/or households in a habitable institutional building that is not typically used as a residence, subject to the following:

~~201-2.356~~ Vehicle Camping Site for Homeless Persons as defined in Section 106, on a site in the following nonresidential districts: FD-20, FD-10, NC, OC, CBD, GC, IND, INST, TO:RC, TO:EMP, TO:BUS, NCC NB, NCMU NB, INST NB, CCMU or NMU or on the site of a religious institution in any urban district, subject to the following:

3. SECTION 300 – LAND USE DISTRICTS INTRODUCTION

300-1 Intent and Purpose

The intent and purpose of the land use districts is to implement the policies of the Comprehensive Plan and land use designations on the Community Plan maps and the Rural/Natural Resource Plan. The purpose is to provide for a full range of uses to implement the land use needs set forth in the Community Plans and the Rural/Natural Resource Plan. In addition to the standards of the land use districts, all development, including Land Divisions, shall comply with the following applicable standards and requirements of the Community Plans, the Rural/Natural Resource Plan, and the Transportation Plan:

300-1.1 Community Plan provisions:

A. General Design Elements;

~~abcdef~~ Proposed additions

~~abcdef~~ Proposed deletions

~~J.~~ Parking Maximum Designations;

~~JK.~~ Local Street Connectivity Lands Designations;

~~KL.~~ Pedestrian Connectivity Areas; and

~~LK.~~ Transportation Functional Classification Map.

4. SECTION 302 – R-5 DISTRICT (RESIDENTIAL 5 UNITS PER ACRE)

302-8 Parking Requirements

~~Required off~~Off-street parking, when provided, and on-street parking shall be ~~provided~~ in accordance with the provisions of Section 413.

5. SECTION 303 – R-6 DISTRICT (RESIDENTIAL 6 UNITS PER ACRE)

303-8 Parking Requirements

~~Required off~~Off-street parking, when provided, and on-street parking shall be ~~provided~~ in accordance with the provisions of Section 413.

6. SECTION 304 – R-9 DISTRICT (RESIDENTIAL 9 UNITS PER ACRE)

304-9 Parking Requirements

~~Required off~~Off-street parking, when provided, and on-street parking shall be ~~provided~~ in accordance with the provisions of Section 413.

7. SECTION 305 – R-15 DISTRICT (RESIDENTIAL 15 UNITS PER ACRE)

305-9 Parking Requirements

~~Required off~~Off-street parking, when provided, and on-street parking shall be ~~provided~~ in accordance with the provisions of Section 413.

8. SECTION 306 – R-24 DISTRICT (RESIDENTIAL 24 UNITS PER ACRE)

306-9 Parking Requirements

~~Required off~~Off-street parking, when provided, and on-street parking shall be ~~provided~~ in accordance with the provisions of Section 413.

9. SECTION 307 – R-25+ DISTRICT (RESIDENTIAL 25 UNITS OR MORE PER ACRE)

307-9 Parking Requirements

~~Required off~~Off-street parking, when provided, and on-street parking shall be ~~provided~~ in accordance with the provisions of Section 413.

10. SECTION 375 – TRANSIT-ORIENTED DISTRICTS

375-7 Development Limitations for Permitted Uses in Transit-Oriented Districts

The following use or design limitations apply where specified in Table A:

19. Religious Institutions in the TO:RC, TO:BUS and TO:EMP Districts shall share all ~~needed~~provided parking with other uses. Religious Institutions in the TO:R9-12, TO:R12-18, TO:R18-24, TO:R24-40, TO:R40-80 and TO:R80-120 Districts shall be located on sites that do not exceed 7 acres in size.

- 23.b. Accessory outdoor seating related to the principal eating or drinking establishment use may be permitted, provided that the outdoor space is placed within a common open space. Sidewalks may be utilized for accessory outdoor seating if they meet the unobstructed width standards set forth in Section 431-5.1 B.(4) and approval is obtained from the Operations Division Manager. In addition, the area devoted to the accessory outdoor seating does not exceed:

- (1) An area greater than the equivalent of 15% of the dining, drinking, or both floor area; or
- (2) ~~750~~Seven hundred fifty square feet. ~~If outdoor dining is to exceed either 15% of the dining, drinking, or both floor area or 750 square feet, the additional area in excess of 750 square feet must provide additional parking at a ratio as provided by the appropriate zoning district.~~ (NOTE: The area devoted to accessory outdoor seating areas may be excluded from the development's total gross floor area for purposes of determining compliance with the FAR requirements.)

- 32.b. A modification to the maximum building height provision of Table B: Dimensional Requirements for Transit-Oriented Districts may be approved for a Retirement Housing Community through a Type III procedure based on findings that:

- (1) The Retirement Housing Community achieves 90% of the maximum density allowed by the applicable land use district;
- (2) ~~Eighty-five percent of the community's~~If parking is provided, 85% of the parking is within an above-ground or below-ground parking structure; and

32.d. If parking is provided, a modification to the requirements of Section 431-6.1 allowing off-street surface parking lots to be located in places other than the side or rear of buildings, may be approved for a Retirement Housing Community through a Type III procedure based on findings that:

- (1) A maximum of 15% of the parking spaces provided within the Retirement Housing Community are located within off-street surface parking lots;

11. SECTION 381 – INTERIM LIGHT RAIL STATION AREA OVERLAY DISTRICT

381-11 Development Standards

381-11.4 Parking

- A. Off-street parking spaces developed for uses on lots or parcels in this district shall comply with the provisions of Section 413 (Parking and Loading).
- B. Applications for development within this district shall address shared parking opportunities pursuant to Section 413-2.~~89~~ of the Community Development Code.

12. SECTION 385 – PRIVATE USE AIRPORT OVERLAY DISTRICT

385-8 Additional Requirements

As a condition of approval of any conditional use proposed within the Private Use Airport Overlay District, the Review Authority may require:

- A. An increase in required setbacks.
- B. Additional off-street parking in areas outside of the UGB and loading facilities and building standards.

13. SECTION 390 – NORTH BETHANY SUBAREA OVERLAY DISTRICT

390-1 Intent and Purpose

390-1.1 The purpose of the North Bethany Subarea Overlay District is to direct and encourage development that is primarily residential, with community needs (e.g., parks, neighborhood commercial, and public/community services) within 0.25~~one-quarter~~-mile of residents in the North Bethany Subarea.

390-7 Parking Requirements

~~Required off~~Off-street parking, when provided, and on-street parking shall be ~~provided in~~ accordance with the provisions of Section 413.

390-16 Special Use Standards

In addition to the requirements of Section 390 and Sections 400 through 429, the following standards are provided for specific uses.

390-16.6 Farmers Market

Farmers Markets and all Vendors shall:

H. Provide ~~motorized bicycle~~ and other non-motorized (e.g., bicycles) vehicle parking for their patrons.

390-16.7 Live/Work Housing

Live/Work Housing may be provided when the following standards are met.

A. Development Standards

(6) Off-street parking, when provided, shall be in accordance with Section 413, ~~except that no off-street parking is required for the ground floor work area provided that this area fronts on a public street with on-street parking. Off-street parking that is provided shall be~~ and located behind the structure, within an attached or detached garage, or in an underground parking garage. No off-street parking shall be provided between the front of the unit and the abutting street.

390-17 North Bethany Planned Development Standards

390-17.9 Modification of Standards through the Planned Development

- A. Modifications to the following standards may be allowed through a Planned Development when an applicant demonstrates compliance with the standards of this Code and the North Bethany Subarea Plan:

- ~~(1)~~ Parking requirements;
- (12) Lot dimensions;
- ~~(23)~~ Lot area requirements;
- (34) Yard (setback) requirements;
- ~~(45)~~ Building height (except the building height standards of Section 427-3);
- ~~(56)~~ Landscaping; and
- ~~(67)~~ Relocating the Primary Districts in the Planned Development.

- B. Allowed Modifications

Upon findings that the applicant's plan achieves the applicable criteria in Section 390-17.5, the Review Authority may modify the identified standards within the following prescribed limits:

- ~~(4)~~ Parking requirements for non-residential development may be reduced as provided in Sections 413-8;

- (45) Lot size and lot dimension requirements may be reduced or eliminated. However, this modification:

- (56) Landscaping requirements may be reduced. However, when a Planned Development does not utilize the provision of open space under Section 390-17.5 D. (1), the minimum required amount of landscaping shall:

- (67) The Primary Districts, as designated by the Community Plan for the subject site, may be relocated within the boundaries of the proposed Planned Development.

390-17.12 Standards for the Provision of Single-family Dwelling Lot Width Variation Option

- B. The provisions of Section 390-17.9 B (45) shall not be used. Lots that are not intended to satisfy A. above shall meet or exceed the minimum dimensional standards of the Primary District; and

390-20 Building Design and Variety

390-20.3 Street-Facing Building Façades

B. Townhouse Dwelling Units shall comply with the following standards:

(4) Garage Frontage

(d) For lots in which the grade at the rear lot line is at least 6 feet higher than the grade at the front (street side) lot line, up to 60% of the width of the ground floor of a dwelling may be an attached garage (the garage width is the width of the garage door) when:

(1) A covered porch or a front building wall, located on the floor immediately above the garage, projects at least 8 feet in front of the garage door. The length of the covered porch and/or front building wall must be equal to or greater than the width of the garage door.

(2) The required amount of on-street parking is provided, per CDC Section 413-56.

14. SECTION 392 – PEDESTRIAN-ORIENTED MIXED-USE DISTRICT

392-9 Development Standards for Pedestrian-Oriented Mixed-Use Districts

392-9.7 Off-Street Parking Location, and Screening and ~~Minimum Quantity~~

A. Off-street parking in the Pedestrian-Oriented Mixed-Use Districts is subject to the requirements of Section 413 (Parking and Loading) as well as the specific location, screening and minimum quantity standards below. Figure 392-10 provides an illustrative example of the parking location standards.

B. Parking Location:

(1) All surface vehicular parking areas and vehicular circulation facilities, when provided, shall be located to the side or rear of buildings.

~~D. Reduction of Minimum Off-Street Parking for Conversion of Single-Family Residential Structure Based on Limited Floor Area:~~

- (1) ~~The minimum number of off-street parking spaces required by Section 413-6 for conversion of a single-family residential structure to an allowed nonresidential use may be reduced by up to 30% if the use has a total floor area of 2,000 square feet or less.~~

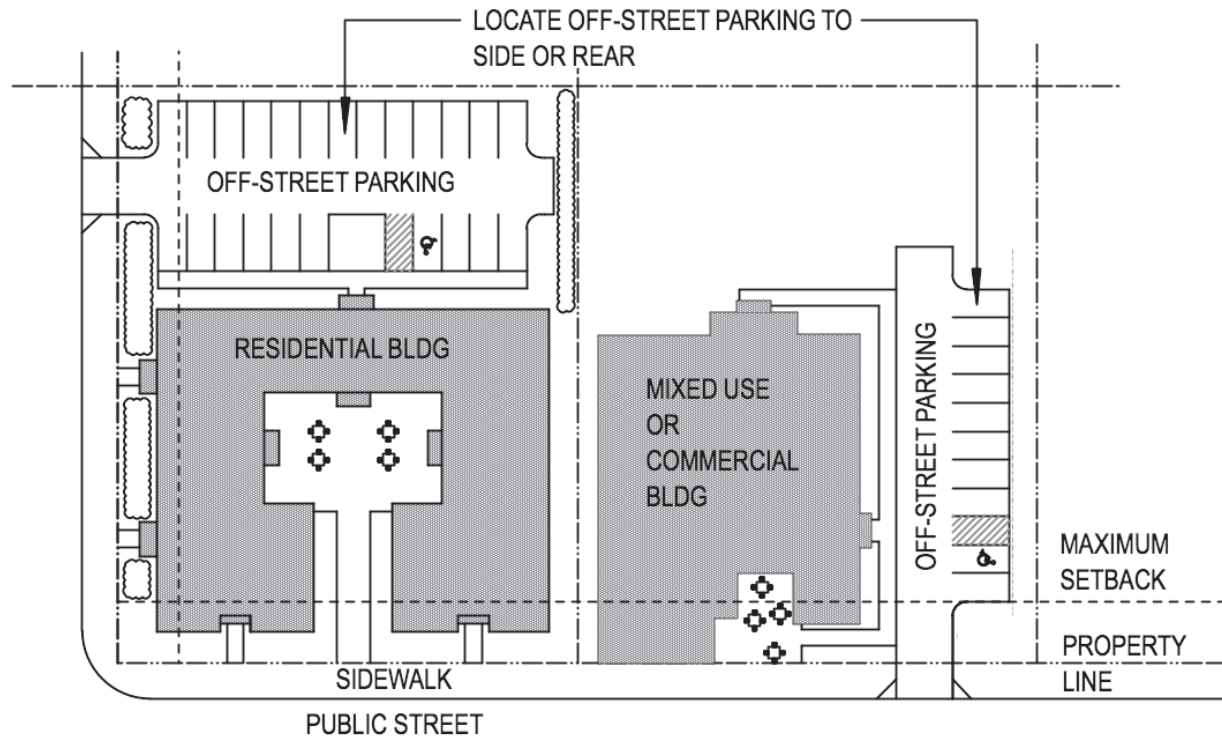


Figure 392-10 Example of Parking Location

15. SECTION 401 – DEVELOPMENT STANDARDS INTRODUCTION

401-1 Community Plan Provisions

401-1.9 Street Corridor, Arterial Access and Pedestrian System Designations; and

~~401-1.10~~ Parking Maximum Designations; and

~~401-1.101~~ Local Street Connectivity Lands Designations.

16. SECTION 403 – APPLICABILITY

403-4 Additional Standards Outside the UGB

403-4.7 Section 413 – Parking and Loading. As applicable to Commercial, Institutional and Industrial Uses and as necessary for Special Use Permits as determined by the Review Authority. Surfacing requirements do not apply to Single Detached Dwelling Units. Maximum parking requirements in Section 413-~~6.3~~ 13.2 do not apply to development outside of an urban growth boundary.

17. SECTION 404 – MASTER PLANNING

404-4 Planned Development

404-4.4 Modification of Standards through the Planned Development. Upon submission of an on- and off-site Site Analysis as described in Section 404-1, and when the request conforms to the standards of this Code, the Review Authority may modify the standards below within the prescribed limits.

A. Interior private street standards

Private roadway pavement width may be reduced, provided that all on-street parking spaces eliminated by reducing roadway pavement width are replaced with off-street parking spaces. In no event can the street pavement reduction exceed that approved by the appropriate fire district.

~~B. Parking requirements may be reduced up to 100% as provided in Section 413-8.~~

~~B.C.~~ Lot dimension requirements may be reduced.

~~C.D.~~ Lot size requirements may be reduced. However, this modification shall not allow increased density.

~~D.E.~~ Lot coverage requirements may be modified.

~~E.F.~~ Yard (setback) requirements

~~F.G.~~ Building height maximum may be increased (except the building height standards of Section 427-3) as shown below; however, no height increase shall be permitted that would result in any building over 100 feet tall.

LAND USE DISTRICT	MAXIMUM BUILDING HEIGHT
R-5 and R-6 districts	45'
All other districts that allow Planned Developments	100'

GH. Minimum landscaping standards of Section 407-1 may be reduced.

H. Land use districts, as designated by the applicable Community Plan, may float within the boundaries of the proposed planned development. The share of land within each land use district must remain the same.

I. Planned Developments on sites of 2 acres or less in R-5 and R-6 districts are subject to the privacy enhancement standards established in Section 430-72.3 B.

404-5 Flexible Design Option for Regulated Affordable Housing

404-5.4 The following alternatives are available through the Flexible Design Option for Regulated Affordable Housing, subject to a Type II review:

A. Residential density may be increased by up to 30% of the district maximum;

~~C.~~ For developments subject to both off-street and on-street parking requirements (Section 413), on-street spaces may substitute for off-street spaces and vice-versa, to the minimum extent necessary, as long as the overall number of spaces provided will meet the combined total required. (See also, Section 413. Applications reviewed through this Option are not precluded from reducing required parking space quantities as allowable through Section 413);

CD. Standards precluding more than one detached dwelling on a single lot may be waived as long as allowed density is not exceeded;

DE. Private roadway pavement width may be reduced, subject to fire district approval, as long as the number of parking spaces required by Section 413 is provided [see also C., above];

EF. In districts that require ground floor commercial/nonresidential uses, that requirement may be waived;

FG. Minimum lot area, width, and depth requirements of the district may be reduced; and
 Minimum lot width at the street/street frontage may be reduced or eliminated on a lot-by-lot basis to the extent necessary, as long as ~~required parking, when provided,~~ is

~~accommodated~~ in accordance with CDC Section 413 and any related variation allowed under 404-5.4 C., above;

GH. Minimum Outdoor Yard Area required by district standards may be reduced or eliminated within individual lots to the extent that an equal amount is reallocated to outdoor common space available to all residents;

H. In cases where landscaping requirements apply, the amount provided may be reduced by up to 50% of the standard;

I. Setbacks of the district for front, side, street side, and rear yards may be reduced or eliminated, provided that:

- (1) No setback to garage vehicle entrance is reduced;
- (2) Screening and Buffering (Section 411) "Additional Setback" reductions allowable under 404-5.4 JK., below, are not taken for the affected yard. (Reductions allowed under either 404-5.4 I. or JK. may be applied to the yard, but not both); and
- (3) Building Code standards are met.

JK. Where Screening and Buffering standards of CDC Section 411 would normally apply "Additional Setbacks" to a particular yard, the Additional Setback may be reduced or eliminated within that yard, subject to the following:

- (1) District setback reductions allowable under 404-5.4 I., above, are not taken for the affected yard. (Reductions allowed under either 404-5.4 I. Or JK. May be applied to the yard, but not both);
- (2) If district/use standards do not require a minimum yard/setback, Additional Setbacks required by Section 411 must not be reduced to less than 5 feet (see also 404-5.4 JK.(3)(b));

18. SECTION 407 – LANDSCAPE DESIGN

407-1 Minimum Landscape Standards

407-1.4 Commercial, Industrial and Institutional Districts:

- B. For developed areas where 15% of the land area is not landscaped, where there are additions, alterations or changes, the following amounts of landscaping shall be provided until the 15% requirement is satisfied:

(1) On sites of 2 acres or less:

(a) Changes in use ~~which require an increase in parking, as defined in Section 106-33~~ or structural additions up to 1,999 square feet, shall be required to landscape at least 5% of the entire developed site area.

(2) On sites of more than 2 acres, any structural additions shall be required to provide landscaping proportional to the additional footage being proposed.

~~(a) Changes in use which require an increase in parking shall be required to landscape at least 5% of the developed site area.~~

~~(b) Any structural additions shall be required to provide landscaping proportional to the additional footage being proposed.~~

Example:

Lot Area x 15% required landscaping	= X (Existing)
Building Floor Area	= Y
Proposed Building Floor Area	= Z
Z / Y	= A (Addition as percent of total building area)
X x A	= Required amount of landscaping

(3) Where successive occupancy changes or additions occur the landscape requirement shall accumulate until total conformance is reached.

407-4 Landscape Plan

407-4.2 Landscape Plan Content:

G. When applicable, demonstration of compliance with Tree Canopy Requirements in Section 407-6.9

407-6 Parking Area Landscaping

407-6.9 Tree Canopy Requirements

A. Applicability. Developments that propose surface parking areas that cumulatively provide more than 0.5-acre of surface parking are subject to the requirements of this Section. This includes:

- (1) New surface parking of more than 0.5-acre; or
- (2) Existing parking areas that are enlarged to more than 0.5-acre; or
- (3) Reconstruction of a surface parking area that continues to exceed 0.5-acre.

B. Minimum Canopy Requirements. Development shall provide tree canopy coverage of a minimum of 40% of the surface parking area within 15 years of planting.

C. Surface Parking Area Calculations.

- (1) The surface parking area shall be measured based on the area of all new off-street parking spaces, maneuvering lanes, and maneuvering areas, including driveways and drive aisles.
- (2) The following surfaced areas are exempt from the minimum canopy requirements.
 - (A) Mixed solid waste and recyclable storage facilities as required by Section 406-6.
 - (B) Truck loading areas and off-street drop-off areas as required by Section 413-9 and 413-10

C. Tree Canopy Plan Requirements.

- (1) Development of a tree canopy plan under this Section shall be done in coordination with the local electric utility, including pre-design, design, building and maintenance phases to not interfere with overhead and/or underground facilities.
- (2) The tree canopy plan must be prepared and certified by a registered landscape architect.

D. Canopy Design Requirements.

- (1) Tree spacing and species planted must be designed to maintain a continuous canopy except when interrupted by driveways, drive aisles, and other site design considerations.
- (2) Trees must be planted and maintained to maximize their root health and chances for survival, including having ample high-quality soil, space for root growth, and reliable irrigation according to the needs of the species.

(3) Trees should be planted in continuous trenches where possible.

(4) Trees planted to meet this standard shall be planted and maintained consistent with the 2021 American National Standards Institute (ANSI) A300 standards.

E. Exemptions. Developments that are required to comply with OAR 330-135-0010 are not subject to this Section.

19. SECTION 413 – PARKING AND LOADING

~~The following off-street parking and loading and on-street parking standards shall apply in all Districts. Requirements include minimum on-street parking (Section 413-5), minimum and maximum off-street parking (Section 413-6), minimum vanpool/carpool parking (Section 413-7), reductions to required rural off-street parking that is required (Section 413-8), and minimum off-street drop-off and loading (Section 413-9), where no that choose not to provide.~~ This Section applies in all Districts. Developments inside the UGB that do not provide off-street parking must still comply with all other applicable standards of this Section and all applicable standards of this Code.

Definitions:

Terms and definitions that apply throughout the Community Development Code are found in Section 106. Following are definitions for the terms found in Section 413:

Accessible Parking Space. A parking space consistent with the requirements of ORS 447.233.

Peak Hour of Parking Demand. ~~The hour (or hours) of the day during which the highest parking demand occurs, based on estimates from the Institute of Transportation Engineers Parking Generation Manual for the proposed land use or as determined by a parking utilization study. Peak hour data may be collected for both weekdays and weekends, depending on the type of uses involved, and may need to consider seasonal peak periods.~~

Concurrent Peak Hour Uses. ~~Two or more land uses where the peak hour of parking demand for each use is determined to occur at or around the same time period based on estimates from the Institute of Transportation Engineers Parking Generation Manual for the proposed land use(s) or as determined by a parking utilization study.~~

413-2 General Requirements

~~413-2.1 Off-street parking spaces within all districts, except non-residential Transit Oriented Districts, shall be provided on or within 100 feet of the site of the primary use. For non-residential uses within Transit Oriented Districts, off-street parking spaces shall be~~

~~provided on or within 800 feet of the site of the primary use. Distance shall be measured in a straight line from the property line to the nearest space. Street and alleys shall be included in the measurement.~~

413-2.12 Off-street parking for a residential use shall be used solely for:

413-2.23 ~~Required residential~~ Residential parking and garage facilities shall not be used for the storage of commercial vehicles (other than a commuter vehicle), tractor-trailer, semi-truck, heavy equipment or for the parking of automobiles belonging to employees, owners, tenants, visitors or customers of business or manufacturing establishments.

413-2.34 ~~Required parking~~ Parking spaces shall be available for the parking of operable automobiles of residents, guests, customers, patrons, employees, or any other person or organization subject to a contractual agreement to rent, leased or otherwise be assigned as permitted under Section 413-8.

413-2.45 Development permits for parking shall be reviewed through a Type I procedure except as otherwise specified in this Code.

413-2.56 Proper maintenance of off-street parking and loading facilities shall be a continuing obligation of the property owner.

413-2.67 In case of enlargement of a building or use of land existing on the effective date of this Code, the number of parking and loading spaces required shall be based on floor area or capacity of the entire use.

413-2.78 In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking and loading shall be the sum of the requirements of the several uses computed separately or as determined by Sections 413-8.43 and 413-8.65. In the rural area, development with two or more uses may use the same parking or loading area when the peak hours of operation of each use do not overlap.

413-2.89 All applications for a development permit ~~for~~ proposing off-street parking and loading shall include a ~~plotsite~~ plan drawn to scale, showing the parking or loading facilities to be provided. The required ~~plotsite~~ plan shall include but is not ~~be~~ limited to:

A. Delineation of individual parking spaces; and accessible parking spaces;

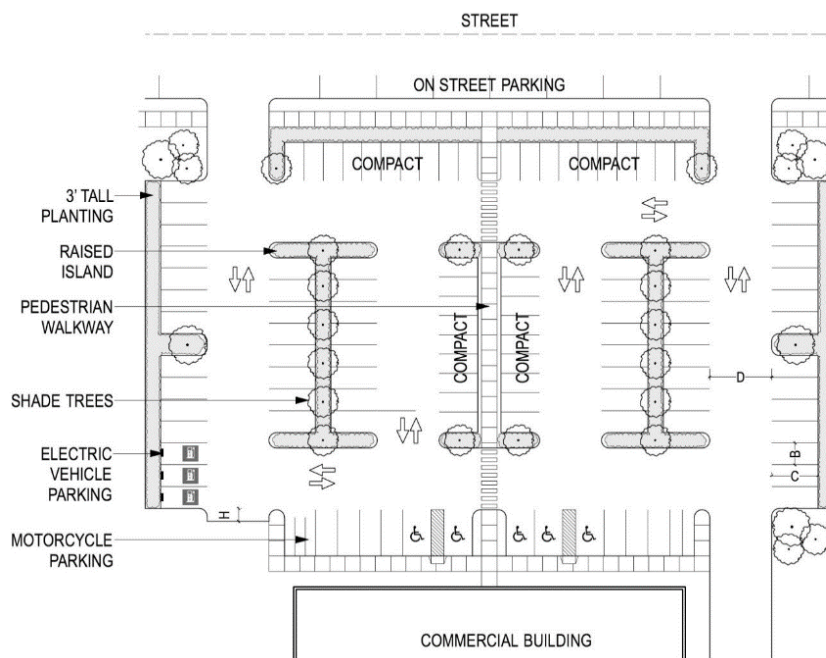
413-2.910 Private driveways providing access to urban attached unit residential development from a county or public street shall not be gated unless approved by the governing Fire Marshal and the Washington County Traffic Engineering Division.

413-3 Off-Street Parking Lot Design

All off-street parking lots including up to 50% of the spaces for compact cars, shall be designed in accordance with County standards for stalls and aisles dimensions as set forth in the following drawings and tables:

FIGURE 1 – Off-Street Parking Lot Design - for illustrative purposes only

The following figure illustrates design principles included in this Code. It is intended for illustrative purposes only, and does not supersede any Code references.



VEHICLE TYPE	A PARKING ANGLE	B STALL WIDTH	C STALL DEPTH*	D AISLE WIDTH	E** STALL WIDTH	F* MODULE WIDTH	G BUMPER OVER- HANG	H BACKING AREA	I MODULE INTER- MESH
Standard	45	8.5'	18.7'	12'	12'	49.4'	2'	5'	43.4'
	60	8.5'	19.8'	14.5'	9.8'	54.1'	2.5'	5'	49.9'
	75	8.5'	19.6'	23'	8.8'	62.2'	2.5'	5'	60'
	90	8.5'	18'	24'	8.5'	59.5'	3'	5'	59.5'
Compact	90	7.5'	15'	24'	7.5'	58'	2'	5'	58'
Motorcycle	-	3'	7.5'	-	-	-	-	-	-

* no bumper overhang

** parallel to aisle

abcdef Proposed additions
~~abcdef~~ Proposed deletions

413-3.5 Pedestrian Access and Landscaping:

In parking lots ~~for customers, residents or employees~~ of 50 or more spaces and two or more rows of parking stalls, ~~separate~~ or 0.5-acre or more:

A. Separate internal pedestrian connections shall be provided consistent with 408-10 to minimize vehicular-pedestrian conflicts, and allow safe pedestrian movement within the lot. Parking lots dedicated to the display and storage of automobile, recreational and other vehicle sales are exempt.

B. Parking lots must include landscaping as provided in Section 407-6.

~~413-3.7~~ Motorcycle Parking:

~~A maximum of 5%, not to exceed five motorcycle parking spaces total, shall be allowed to count toward the minimum off-street parking requirements of Section 413-6.1.~~

~~413-3.8~~ Pedestrian-Oriented Mixed-Use Districts, parking location:

~~In the Pedestrian-Oriented Mixed-Use Districts (Section 392), all off-street parking areas and vehicular circulation facilities shall be located to the side or rear of buildings.~~

413-4 Off-Street Parking Standards

413-4.1 All ~~required~~ off-street parking and loading areas inside the ~~urban growth boundary~~ UGB shall be surfaced with concrete or asphaltic material to conform with either of the following standards:

- A. A minimum of 4 inches of concrete for vehicles and 6 inches for commercial vehicles or trucks; or
- B. Two inches of asphalt overlaying a 6-inch base (compacted) of crushed stone.
- C. In lieu of being constructed as described under A. or B. above, ~~required~~ off-street parking and loading areas may be constructed of pervious paving materials when the applicant's engineer provides written certification with the application that appropriate site conditions exist for the use of pervious materials and that the proposed design and construction will be equal to or superior to the structural standards specified in A. or B. above.

413-4.5 All ~~required~~ off-street parking areas, except for detached or two unit attached dwellings on a single lot and areas outside the UGB ~~not required to be surfaced to the standards of Section 413-5.1~~, shall be constructed with curbs of concrete or asphalt. Driveways for detached dwelling units that are less than 100 feet in length shall be paved. All driveways for townhouse dwelling units shall be paved. Those areas constructed with a gravel

surface may use curbs of wood or other materials as may be approved by the Review Authority.

413-4.14 The following minimum dimensional standards apply to garages intended for motor vehicles for detached and attached dwelling units ~~where the space inside the garage is provided for compliance with required.~~ Garages that meet these standards serve as off-street parking, per Section 413-6 and/or is necessary based on the amount of on-street parking provided by a development for compliance with Section 413-5. Garages that are not provided to fulfill the requirements of either of those sections are exempt from the following dimensional standards.

A. Interior garage space:

- (1) 10 feet wide and 20 feet deep for single vehicle garages.
- (2) 20 feet wide and 20 feet deep for double vehicle garages.
- (3) 10 feet wide and 40 feet deep for tandem vehicle garages.
- (4) Minimum interior dimensions shall not be obstructed by utilities, water heaters or other permanent fixtures.

B. Garage door entrances:

- (1) 8 feet wide for single vehicle garages.
- (2) 16 feet wide for double vehicle garages.

~~413-5 On-Street Parking Requirements for Urban Residential Districts~~

~~The following on-street parking standards shall apply to all urban residential districts, including Transit Oriented Districts:~~

~~413-5.1 For single detached dwelling units and attached dwelling units on individual lots, with individual on-site parking and individual vehicular access to a local or Neighborhood Route public or private street, the following on-street parking shall be provided:~~

- ~~A. For a dwelling with one off-street parking space, a minimum of two on-street parking spaces shall be provided within 200 feet of the subject lot, except as provided in Sections 413-5.1 D. Or 413-5.3.~~
- ~~B. For a dwelling with two off-street parking spaces, a minimum of one on-street parking space shall be provided within 200 feet of the subject lot, except as provided in Sections 413-5.1 D. or 413-5.3.~~

- ~~C. For dwellings with more than two off-street parking spaces, a minimum of one on-street parking space for every two lots with more than two off-street parking spaces shall be provided within 200 feet of the subject lot, except as provided in Sections 413-5.1 D. or 413-5.3.~~
- ~~D. The requirements for on-street parking are not applicable to:~~
- ~~(1) Flag lots or lots that are provided access from the terminus of a non-through street (e.g., cul-de-sac bulb or hammerhead);~~
- ~~(2) Middle housing.~~
- ~~(3) Middle Housing Land Division.~~
- ~~413-5.2 Required on-street parking shall be provided within 200 feet of the subject lot by parallel or angled parking in accordance with the standards of the Washington County Road Design and Construction Standards (perpendicular parking is not allowed). Parallel parking spaces shall be at least 18 feet long for one or two adjoining spaces. When three or more adjoining spaces are provided the minimum length of each space shall be 20 feet. Angled parking may be provided on a street corner but not along the front of dwelling units.~~
- ~~Driveway aprons, crosswalk areas, curb frontage with a fire hydrant and/or congregate mail boxes shall not be used to satisfy required on-street parking standards.~~
- ~~413-5.3 Portions of the on-street parking required by Section 413-5.1 may be provided in parking courts that are interspersed throughout a development when the following standards are met:~~
- ~~A. No more than 12 parking spaces shall be provided in a parking court;~~
- ~~B. A parking court shall be located within 200 feet of the affected lots in accordance with the requirements of Section 413-2.1;~~
- ~~C. No more than two parking courts shall be provided within a block, with only one parking court provided along a block side;~~
- ~~D. A parking court shall be paved and shall comply with the standards of this Section and the grading and drainage standards of this Code;~~
- ~~E. A parking court shall be landscaped in accordance with the standards of Section 407-6 and Sections 431-6.2 B. (3)(a and b);~~
- ~~F. A parking court shall be illuminated;~~
- ~~G. A parking court shall be privately owned and maintained. For each parking court there shall be a legal recorded document which includes:~~

- ~~(1) A legal description of the parking court;~~
- ~~(2) Ownership of the parking court;~~
- ~~(3) Use rights; and~~
- ~~(4) A maintenance agreement and the allocation and/or method of determining liability for maintenance of the parking court;~~

~~H. No portion of a parking court, including landscape areas, shall be used to satisfy any requirement for open space, recreational facilities or areas, or be used as a development's water quality or quantity facility; and~~

~~I. A parking court shall be used solely for the parking of operable passenger vehicles.~~

413-6 Minimum and Maximum Off-Street Parking Requirements

The minimum and maximum number of off-street parking spaces by type of use shall be determined in accordance with the following tables. New development shall provide no more than the maximum number of off-street parking spaces listed unless exempted by Sections 413-6.4 or 413-6.7, or adjusted by Sections 413-6.5 or 413-6.6. The minimum and maximum off-street parking requirements for a use not listed shall be the same as the most similar listed use as determined by the Review Authority, or as determined through a parking analysis as described in Section 413-8.6.

413-6.1 Minimum Off-Street Parking Requirements Spaces Required outside the UGB.
Development inside the UGB is exempt from minimum parking standards:

	USE	MINIMUM NUMBER OF STANDARD OFF-STREET PARKING SPACES PER UNIT OF MEASURE
A.	Residential:	
(1)	Attached and Detached (including manufactured dwelling)	One space per dwelling unit
(2)	Boarding House <u>Room and Board</u>	One space per sleeping room
(3)	Regulated Affordable Housing (see Section 413-6.2)	0.75 space per dwelling unit
(4)	Accessory Dwelling Unit (see Section 430-2.1)	None required
(5)	Middle Housing — (1), (2) and (4) above do not apply	One space per dwelling unit

C.	Business and Commercial:	

	(10)	Mobile Food Site (Large)	One space for each mobile food unit
	(11)	Mortuary	One for each 50 square feet of usable floor space, plus one for each employee on maximum working shift
	(12)	Motel, hotel or other commercial lodging establishment	0.80 for each one unit for occupancy, plus accessory uses
	(13)	Motor vehicle and service establishments	Two per 1,000 square feet of usable floor space
	(14)	Retail stores, except as otherwise specified herein	2.5 for each 1,000 square feet of gross area

413-6.3 Maximum Off-Street Parking Requirements for Areas Inside the UGB

- A. ~~In accordance with the Community Plans' Parking Maximum Designations, urban unincorporated properties shall be identified as being located in either Zone A or Zone B. Properties brought into the Urban Growth Boundary after adoption of the Parking Maximum Designations shall be considered to be located within Zone B for the purposes of Section 413 unless the property meets the following Zone A criteria. Zone A properties are located within one-quarter mile of a bus route that provides 20-minute peak hour service or within one-half mile of a light rail station. Zone B properties are the remaining urban unincorporated areas.~~
- B. ~~The~~In areas inside the UGB, the maximum number of allowable off-street parking spaces by type of use shall be determined by the following:

MAXIMUM OFF-STREET SURFACE PARKING RATIOS IN ZONE A AND ZONE B AS ILLUSTRATED IN THE COMMUNITY PLANS (PARKING RATIOS ARE BASED ON SPACES PER 1,000 GROSS SQUARE FEET UNLESS OTHERWISE STATED)		
Use	ZONE A (TRANSIT ACCESSIBLE AREAS) RATIO	ZONE B (REMAINING URBAN AREAS)
Residential	None	None
<u>Studio Unit</u>	<u>1.2</u>	
<u>Non-studio residential unit in a multi-unit housing developments with 5 or more units</u>	<u>2.0</u>	
Bank with drive-in	<u>5.04</u>	<u>6.5</u>
Business offices, office park, "flex space", or professional offices (except those for doctors, dentists or similar professions)	3.4	4.1

Professional offices of doctors, dentists, or similar professions	4.9	5.9
Public office building	3.4	4.1
Warehouse (greater than or equal to 150,000 gsf)	0.4	0.5
Senior high schools, colleges and universities (spaces per # of students and staff)	0.3	0.3
Tennis or racquetball clubs	1.3	1.5
Recreational facilities and sports clubs	5.4	6.5
Retail stores and shopping centers (except as otherwise specified in Section 413-6.1)	5. 0 1	6.2
Theaters and auditoriums (spaces per # of seats)	0.4	0.5
Drive-in restaurant or similar drive-in used for the sale of beverages, food or refreshments for consumption off the premises	12.4	14.9
Establishments for sale and consumption on the premises of beverages, food or refreshments	19.1	23
Religious institutions, temples, or buildings of similar use with fixed seats (spaces per # of seats)	0.6	0.8

413-6.4 Parking spaces in parking structures, fleet parking, parking for vehicles that are for sale, lease, or rent, and employee vanpool/carpool parking spaces are exempt from the maximum off-street parking standards in Section 413-6.3.

413-6.5 ~~In Zone A, the~~The Review Authority may approve through a Type II procedure off-street parking in excess of the maximum parking standards if a development is located more than a ~~one-quarter 0.5-mile~~ walk via easements for public travel to the closest bus stop with ~~20~~15 minute peak hour service, or if ~~20~~15 minute peak hour service is no longer provided within ~~one-quarter 0.5-mile~~ of a property. ~~In either case, and the maximum number~~development is located outside of off-street parking spaces shall not exceed the Zone B maximum standard for the same use. ~~a Metro 2040 Center.~~

413-6.6 ~~In either Zone A or B, the~~The Review Authority may approve through a Type II procedure off-street parking in excess of the maximum parking standards based on findings that:

- A. The nature of the development will result in a higher off-street parking demand relative to similar uses in the same parking zone; and
- B. To the greatest degree practicable, the development includes the implementation of opportunities for shared parking, parking structures, utilization of public parking spaces and other appropriate demand management programs. Demand management programs may include, but are not limited to, subsidized transit passes, shuttle service, and carpool programs.

413-6.7 For land uses with more than 65,000 square feet of floor area, surface parking area may not exceed the floor area of the building. Non-surface parking, such as tuck-under parking, underground and subsurface parking, and parking structures are exempted.

A. Surface parking shall be measured inclusive of all surface area on which a vehicle is designed to maneuver including all parking stalls, driveways and drive-through lanes within the property regardless of length, and all maneuvering areas regardless of depth.

B. Paved areas not for use by passenger vehicles, such as loading areas or outdoor storage of goods or materials, are not counted as surface parking area.

~~413-6.8~~ A minimum of one accessible parking space is required for any development required to provide one or more off-street drop-off and loading space(s) (Section 413-9) unless the Review Authority determines through a Type II procedure that the accessible space is not necessary or feasible.

~~413-6.9~~ Development outside of an urban growth boundary a UGB is exempt from the maximum parking standards in Section 413-6.3 and 413-6.7.

413-7 Vanpool/Carpool Parking

If 50 or more parking spaces are provided for Preferential parking for vanpool/carpool shall be provided for all an institutional, office commercial, and/or industrial uses, having preferential parking for vanpool/carpool shall be provided 50 or more parking spaces as set forth below.

~~413-7.1~~ After any reductions based upon availability of transit in Section 413-8.1, at least 10% of the minimum employee or student spaces required in Sections 413-6.1 shall be designated for exclusive use by vanpools/carpools.

413-7.4 In case of enlargement of a building or a change in the use of a building, the number of vanpool/carpool parking spaces required shall be based on floor area or capacity of the entire use of the building. If the building is part of a larger existing use with multiple buildings, only the subject building shall meet the vanpool/carpool parking requirements.

413-8 Reduction of Minimum Off-Street Parking Outside the UGB

The minimum number of off-street parking spaces required by Section 413-6.1 may be reduced through the application of Sections 413-8.1 through 413-8.57. The total cumulative reduction to minimum off-street parking for non-residential developments shall not exceed 50% percent of the required minimum spaces, except as allowed by Section 413-8. 56. The total cumulative reduction to minimum off-street parking for residential developments shall not result in a ratio below one-half 0.5 spaces per unit, except as allowed by Section 413-8.56.

~~413-8.1~~ Reduction of Minimum Off-Street Parking Based on Access to Transit

~~A. Minimum off-street parking requirements may be reduced up to 30 percent for office, industrial or institutional uses when the following conditions are met:~~

~~(1) The property must be located within one-half mile of a major transit stop, or within one-quarter mile of a regular or frequent bus service route as defined by the Transportation System Plan; and~~

~~(2) Transportation demand management strategies shall be used on-site as demonstrated through a Transportation Demand Management Plan. Such plans may include, but are not limited to, participation in a Transportation Management Association, enhanced bicycle parking and on-site showering facilities, provision of subsidized or discounted transit passes to employees, and car and/or rideshare programs.~~

~~B. Minimum off-street parking requirements may be reduced up to 30% for residential uses when the following condition is met:~~

~~(1) Property must be located within one-half mile of a major transit stop or within one-quarter mile of a regular or frequent bus service route as defined by the Transportation System Plan.~~

~~C. When a development provides a transit amenity associated with a transit stop (including space for a landscaped buffer, enhanced pedestrian linkages, building awnings, covered walkways, pullout, bus shelter or other amenity the transit district determines improves the convenience or safety of transit users), parking spaces may be reduced at a ratio of one parking space for each 50 square feet of transit amenity space provided. This provision may be combined with A. or B. above.~~

413-8.12 Reduction of Minimum Off-Street Parking Based on Vanpool/Carpool

Sites having 50 or more parking spaces may reduce total minimum parking space requirements by two standard or compact size spaces for every one vanpool/carpool space provided. Vanpool/carpool spaces are exempt from the maximum parking requirements of Section 413-6.3.

413-8.23 Reduction of Minimum Off-Street Automobile Parking Based on Bicycle Parking

413-8.34 Reduction to Minimum Off-Street Automobile Parking Based on Mixed-Use or Shared Parking Agreement

The minimum number of off-street parking spaces required by Section 413-6 may be reduced for two or more uses, structures or lots whose owners agree to jointly use the same parking and/or loading spaces, subject to the following:

A. On-site parking may be shared by two or more uses with concurrent peak hour uses, provided the following standards are met:

(1) The use or uses are located within a mixed-use development. The site may include multiple parcels as long as they are under the same ownership and are contiguous. The total combined required minimum vehicle parking may be determined using the following formula:

~~(2) The uses, structures or lots are located within one-half mile of a major transit stop or one-quarter mile of a regular or frequent bus service route as defined by the Transportation System Plan;~~

~~(23)~~ Access to the shared parking is not blocked or impeded by the sharing uses or any other use; and

~~(34)~~ Full access to such parking and/or loading areas shall be exhibited in a recorded deed, lease or contract.

413-8.45 Reduction of Minimum Off-Street Automobile Parking Based on Availability of On-Street Parking

413-8.56 Reduction of Minimum Off-Street Automobile Parking Based on a Parking Analysis

~~413-8.7 Reduction of Minimum Off-Street Automobile Parking in the Pedestrian-Oriented Mixed-Use Districts~~

~~In the Pedestrian-Oriented Mixed-Use Districts (Section 392), a development proposal that complies with the standards of Section 392-9.7 D. may qualify for a reduction in the minimum number of off-street parking spaces as described in that section.~~

413-9 Minimum Off-Street Drop-off and Loading Requirements

In all primary districts, drop-off and loading areas complying with the dimensions of 413-10 shall be provided according to the following schedule:

413-9.1 Residential:

None required, except for high rise (above three stories) attached dwelling units which shall be provided with one drop-off and loading space as a minimum and shall provide one additional drop-off and loading space for each 50 dwelling units over 100 dwelling units.

	USE	MINIMUM NUMBER OF STANDARD OFF-STREET DROP-OFF AND LOADING SPACES PER UNIT OF MEASURE
413-9.2	Institutions:	
	A. Group Care Facilities	One <u>drop-off and loading</u> space where the number of beds exceed 25

413-9.3	Public Safety:	

	C Schools	Minimum of two off-street loading spaces for school buses plus one additional <u>drop-off and loading</u> space for each 250 bussed pupils.

413-10 General Drop-off and Loading Space Requirements

413-10.1 It shall be unlawful to store or accumulate goods in a loading space if it renders it useless for loading and unloading operations.

413-10.2 Drop-off and loading spaces shall be located on the site and directly accessible to main structures. The location of the drop-off and loading spaces shall comply with the requirements of Sections 403-2.3 E. (2), ~~and 406-2.5 B.~~

413-10.3 The minimum length and width of drop-off and loading spaces required by 413-9 shall be according to the requirements in the following table:

USE	LENGTH LINEAR FT.	WIDTH LINEAR FT.
A. All except wholesale and industrial	35	12
B. Wholesale storage and industrial	65	12

20. SECTION 430 – SPECIAL USE STANDARDS

430-9 Ambulance Service

430-9.1 Satellite Ambulance Stations:

C. ~~Provide~~ if the ambulance crew is supplied with off-street parking ~~for the ambulance crew, it shall be~~ in a manner which does not detract from the character of the surrounding area;

430-19 Boarding House (including Bed and Breakfast Facilities for more than five persons)

430-19.4 ~~Provide~~In areas outside of the UGB, provide one additional parking space per sleeping room in such a manner that the residential character of the parcel is not changed.;

A. ~~The residential character of the parcel is not changed, and;~~

B. ~~The parking area does not detract from the visual appearance of the residence.~~

430-21 Boarding (Stabling) or Training of Horses for Profit

430-21.5 ~~Adequate parking, traffic~~Traffic management, and dust management shall be provided for horse shows at stables with more than 20 stalls. In areas outside the UGB, adequate parking is required.

430-25 Campground (Camping Areas and Facilities - Public and Private)

An area or tract of land used to accommodate two or more camping parties (including tents, travel trailers, other camping outfits and, except in the EFC, EFU, and AF-20 Districts, cabins). A campground is an area devoted to overnight, temporary use for vacation, recreational or emergency purposes, but not for residential purposes. A Vehicle Camping Site for Homeless Persons (Section 201-2.356) is not considered a campground for purposes of this section.

430-43 Drive-In Theater

A theater designed and operated to serve a patron seated in an automobile. Drive-in theaters shall:

430-43.8 ~~Provide one off-street parking place per employee;~~

~~430-43.9~~ Surface all areas used by vehicles with chip seal or better;

~~430-43.910~~ Provide drainage facilities as required in Section 410; and

430-43.~~1011~~ Provide individual loudspeakers for each car or radio system designed to not emanate beyond the perimeter of the site. No central loudspeaker shall be allowed except for an outdoor speaker located at the snack bar when the speaker is operated at a sound level not to exceed 65 decibels.

430-53 Group Care

430-53.5 Retirement Housing Community

A retirement housing community shall meet the following:

- F. ~~For~~In areas outside the UGB, for the purposes of calculating parking, minimum off street parking requirements for individual uses in Retirement Housing Communities should be calculated separately.

430-63 Home Occupation

430-63.1 Home Occupation - Type I (Excluding Type I home occupations that do not require a Development Permit pursuant to Section 201-2.18)

A Type I Home Occupation shall:

- J. ~~Not~~In areas outside the UGB not require any additional parking to comply with Section 413-6.1;

430-63.2 Home Occupation - Type II

A Type II Home Occupation shall:

- C. ~~Where a garage is used, When~~additional off-street parking shall be provided in a manner, the parking shall not detracting~~detract~~ from the residential character of the site;

- M. Provide a plan for any additional ~~required~~proposed parking, which shall be approved if:

- (1) The residential character of the parcel is not changed; and
- (2) The parking area does not detract from the visual appearance of the residence;

430-63.3 Home Occupation - Type III

A Type III Home Occupation shall:

K. Provide a plan for any additional proposed parking plan, which shall be approved if:

- (1) The residential character of the parcel is not changed;
- (2) The parking area does not detract from the visual appearance of the residence; and
- (3) The parking area for a commuter vehicle with a gross vehicle weight more than 26,000 pounds shall be located at least 100 feet from any property line and be screened with at least a 6-foot site-obscuring fence or be located within a permitted accessory structure;

430-76 Manufactured Home, in the R-5, R-6, R-9, R-15, R-24, R-25+, FD-20, and FD-10 Districts

~~430-76.5 The manufactured home shall have a detached or attached garage constructed of like materials. An attached garage shall have a hip or gable roof. The applicant may construct a carport rather than a garage when the applicant demonstrates, through a Type I procedure, that less than 50% of the dwellings on lots or parcels within 400 feet from the perimeter of the site have garages. A building permit for the garage or carport shall be obtained with the building permit for the manufactured home. The garage or carport shall be completed within 45 days of occupancy of the manufactured home;~~

430-77 Manufactured Dwelling Park

~~430-77.8 Provide a minimum of one paved off street parking place;~~

430-79 Manufactured Dwelling Subdivision

~~430-79.5 Require that each~~Each manufactured dwelling site ~~shall~~may have a carport or garage (detached or attached). When sided, siding shall be the same as or similar to the manufactured dwelling and shall extend to the ground or foundation;

~~430-79.6 Require that each manufactured dwelling have, when an enclosed carport does not incorporate enclosed storage, an accessory storage shed no less than 320 cubic feet. An enclosed garage fulfills this requirement;~~

~~430-79.7 Have a minimum of one off-street parking space per manufactured dwelling in accord with Section 413;~~

430-81 Mobile Food Sites (Large)

430-81.1 Development Standards:

A. Parking and Circulation:

- (4) Mobile food units, permitted accessory items and structures, and customer queuing areas may occupy existing off-street automobile parking spaces ~~only if such spaces are in excess of the minimum number required for the mobile food site and existing uses;~~

430-91 Parking (not in conjunction with an allowed use) in the Neighborhood Commercial (NC), Community Business (CBD), and General Commercial (GC) Districts.

A parking area is an off-street area containing one or more parking spaces, with passageways and driveways appurtenant thereto. In an NC, CBD, or GC District, a lot or parcel may be used for the parking or storage of cars in conjunction with a permitted use in a different district, provided:

430-91.3 The area used for parking shall be developed to the standards of Section 413 (Parking and Loading); and

430-91.4 Only directional signs shall be allowed; and.

~~430-91.5 Except for uses listed in Section 413-7.5 A., the spaces in a parking area on a lot or parcel shall not be used to meet the minimum off-street parking requirements of Section 413-7.~~

430-135 Temporary Use

A temporary use is one of an impermanent nature, or one used for a limited time.

430-135.1 Type I:

- C. The following temporary permits may be issued through a Type I procedure for a period not to exceed 1 year:

(9) Farmers Market and Mini Farmers Market (as defined in Section 106-80) may be allowed where the following requirements are met:

(a) The Farmers Market site abuts a Collector, Arterial, or Principal Arterial roadway as defined in the Washington County Transportation System Plan.

(b) Mini Farmers Market site is allowed in all Institutional land use plan designations regardless of adjacent roadway classification.

(c) The site has access to paved or graveled parking.

(j) Provide motorized and non-motorized (e.g., bicycles) parking for their patrons ~~at a~~ consistent with the requirements of Section 413 and 429.

(i) In areas outside the UGB, the minimum rate of one off-street motor vehicle parking space for each ~~one~~ vendor ~~and~~.

(ii) In areas outside the UGB, a minimum of one bicycle parking space for each ~~one~~ vendor, located in close proximity to the farmers market entrance.

J. Mobile Food Sites (Small)

Mobile food sites containing no more than eight mobile food units on a single development site may be approved as a temporary use when the following standards are met:

(2) Standards: Small mobile food sites shall comply with the following:

(a) Parking and Circulation:

i. ~~Mobile~~ In areas outside the UGB, mobile food units, permitted accessory items and structures, and customer queuing areas may occupy existing off-street automobile parking spaces only if such spaces are in excess of the minimum number required for existing development;

(3) Submission Requirements: In addition to the requirements of Section 203-4.2, the application shall include the following:

(f) A site plan containing all of the following:

iii. The location of ~~required~~ on-site parking.

21. SECTION 601 – APPLICABILITY OF STANDARD LAND DIVISIONS AND PROPERTY LINE ADJUSTMENTS

Standard Land Divisions, Middle Housing Land Divisions, and property line adjustments are subject to County approval under this Article.

601-1 Standard Land Divisions and Property Line Adjustments

601-1.3 In addition to the standards listed above, all Standard Land Divisions and property line adjustments shall comply with the applicable standards and requirements of the Community Plans, the Rural/Natural Resource Plan, and the Transportation System Plan listed below. Section 390-3 in the North Bethany Subarea Overlay District identifies additional standards and requirements from the Bethany Community Plan that are also applicable to development in the North Bethany Subarea of the Bethany Community Plan. Section 391 in the Bonny Slope West Subarea Overlay District identifies additional standards and requirements from the Cedar Hills - Cedar Mill Community Plan that are applicable to development in the Bonny Slope West subarea.

A. Community Plan Provisions:

- | ~~(8)~~ Parking Maximum Designations;
- | ~~(89)~~ Local Street Connectivity Lands Designations;
- | ~~(910)~~ Pedestrian Connectivity Areas;
- | ~~(1011)~~ Transportation Functional Classification Map;
- | ~~(1112)~~ Transportation Circulation Designations; and
- | ~~(1213)~~ Street Corridor, Arterial Access and Pedestrian System Designations.